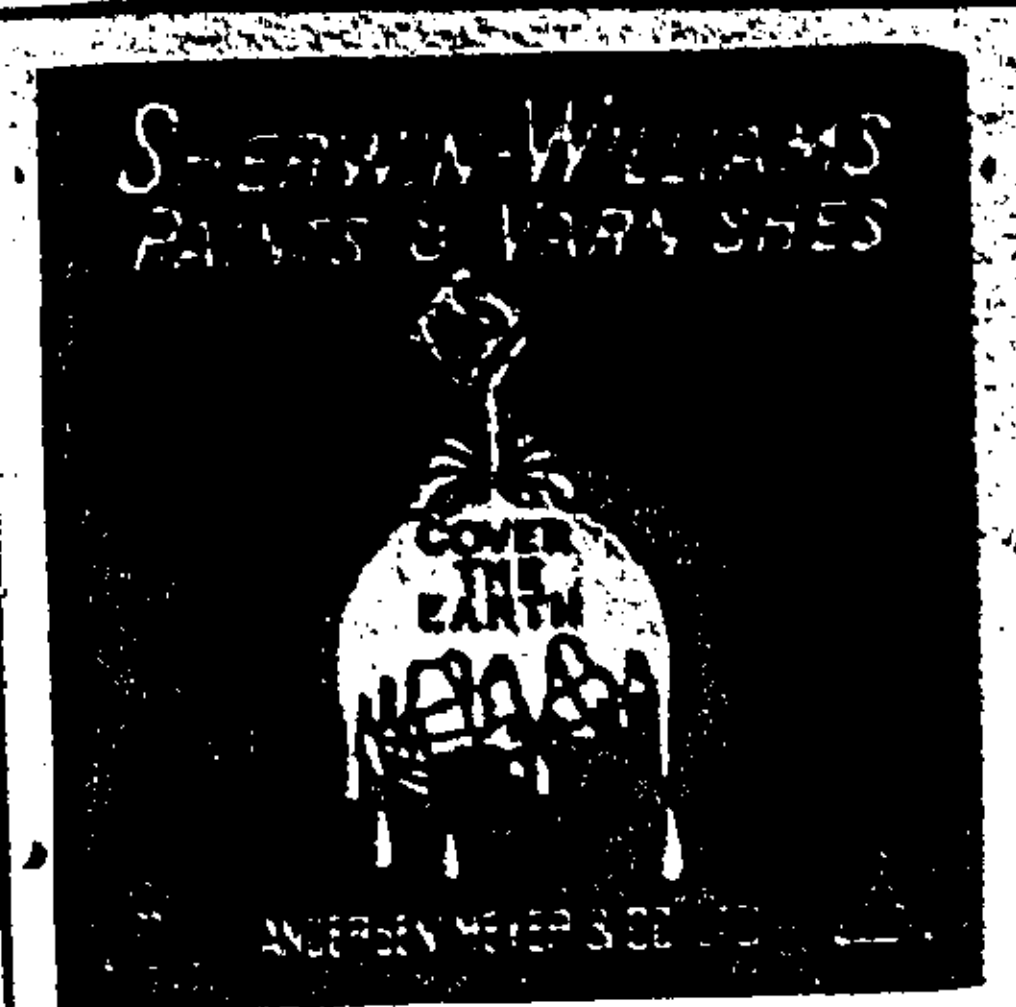




The Hongkong Telegraph.

(ESTABLISHED 1880.)

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REUTERS' TELEGRAMS.

GRAVE POLISH SITUATION.

PEACE OR WAR?

London, August 8.
Mr. Lloyd George, Lord Curzon, Field Marshal Sir H. H. Wilson and other British experts have arrived at Hythe. An optimistic feeling prevails regarding the nature of the Russian reply, which is expected in the course of Sunday, but a sense of uncertainty remains until its receipt.

The Observer's diplomatic correspondent exactly defines the position when he says:—"By evening we shall know whether it will be peace or war."

The Poles continue to issue voluminous communiques, from which it is gathered that the Poles are busily engaged repulsing Bolshevik attacks on various sectors, frequently making counter-attacks.

The Sunday Express understands that the Government has proposed to Moscow a ten-day truce with Poland.

MR. LLOYD GEORGE AND M. MILLERAND TO CONFER.

London, August 7.
Mr. Lloyd George and M. Millerand will have to-morrow, at Hythe, a consultation regarding Polish questions.

BOLSHEVIKS REFUSE TERMS.

London, August 8.
A message from Hythe, at 4.30 p.m., says two messages have been received from Moscow at Lympe, where a Conference is being held. Neither was definite in character, but both indicate that the Soviet will refuse the proposed terms.

BRITISH CABINET TO MEET.

London, August 9.
A Lympe official message, issued at 12.30 this afternoon, says the Conference is still sitting, but the arrangements hold for the departure of M. Millerand and Marshal Foch at 2.30.

Mr. Lloyd George has summoned a Cabinet meeting for six o'clock to-night at Downing Street, when he will lay the whole situation before his colleagues.

GERMAN "THREAT."

London, August 7.
Germany is watching the Polish crisis as eagerly as the Entente. The keynote of her policy was struck by a brief but startling speech by the Foreign Minister (Herr von Simons) in the Reichstag, declaring the use of the utmost powers to prevent any infringement of German neutrality by the transport of Entente troops to Poland, hinting, almost in a threatening tone, at Franco-German tension. The newspapers express entire approval of this policy.

The excitement produced in Germany by the speech is somewhat lessened by a belief that the Allies, realising that any endeavour to transport arms and munitions will evoke wholesale sabotage and obstruction, to say nothing of armed resistance, will abstain from such an attempt. Still, the German papers do not conceal their satisfaction at the prospect of the breakdown of the Polish buffer between Germany and Russia and the collapse of one of the main pillars of the Versailles Treaty.

GERMANS CAUSING TROUBLE.

London, August 8.
Indications are growing that Germany is seeking to intensify Poland's difficulties. Following on Herr von Simons' speech, mentioned yesterday, it is notable that a manifesto signed by all classes of German Socialists has been issued, referring to the growing rumours that Allied troops are concentrating on the Rhine. It calls on German workers to use every means to prevent the passage of troops and war material through Germany to Poland.

Concurrently the Echo de Paris publishes the text of a German Note to Poland drawing attention to collisions between the Poles and Germans in ex-German territory and requesting steps to prevent the aggravation of friction. The Echo de Paris regards the Note as reflecting a desire to pick a quarrel on the same lines as Austria did with Serbia in 1914. Reuter's Warsaw correspondent says speculation is rife regarding the real object of the Note and the alleged incidents in view of the fact that order has been remarkably maintained in the area complained of. It is suggested that the Germans are seeking a pretext to occupy Polish Pomerania.

BRITISH EFFORTS TO SECURE PEACE.

London, August 9.
The Polish situation is extremely grave, and the Hythe Conference has no doubt that the Bolsheviks mean to capture Warsaw and then establish a Soviet Government.

It is confirmed that Mr. Lloyd George presented a memorandum to M. Kameneff on Friday, regarding the terms of the proposed truce, with the object of enabling terms of peace between Russia and Poland to be discussed. It was proposed that a truce be declared for ten days from midnight of August 9-10, and that orders should be issued from Moscow and Warsaw that the Polish and Russian Armies halt on the line on which they stand and cease fighting. The Memorandum guaranteed that during the period between the cessation of hostilities and the signature of peace the Allies will not take steps to send troops to Poland or to supply the Polish Armies with war material.

It was also agreed that the Soviet be allowed to send representatives behind the Polish lines in order to satisfy themselves that no reinforcements or war material were being supplied to Poland. The Memorandum further stipulated that on the cessation of hostilities the Russian and Polish Armistice delegates should meet to define the line of demarcation between the Soviet and Polish Armies until the conclusion of peace and to draw up the conditions of the Armistice as a preliminary to peace negotiations.

Several messages have now been received from Moscow, which have definitely declined to agree to the proposed terms. The Bolsheviks declare that they are meeting the Poles on Wednesday and they prefer to make their own arrangements, with the Poles in view, and have therefore refused the matter to their naval colleagues, who will present a report to-morrow, when the

REUTERS' TELEGRAMS.

THE PRESS CONFERENCE.

DISTRIBUTION OF NEWS.

Ottawa, August 7.
The Imperial Press Conference has confirmed the principle that no news carrier, either cable or wireless, should be concerned with the collection or distribution of news.

THE BRITISH COMMONWEALTH.

Ottawa, August 8.
At the Press Conference, Sir Gilbert Parker declared that the Imperial partnership had long been founded upon consent. If Canada desired to withdraw therefrom no gun would be fired to prevent her, but the granting of responsible Government to the Dominions had strengthened their determination to remain members of the British Commonwealth.

Sir George Tonkin expressed confidence that an unwritten constitution for the whole Empire would be gradually evolved. An interesting discussion ensued on the question of paper supplies, ending in the adoption of a resolution calling for the appointment of a Standing Committee to take steps to ensure adequate supplies of paper throughout the Empire.

A representative of paper manufacturers promised to consider a suggestion for a larger allotment of paper for Africa.

GERMANY AND RUSSIA.

STATEMENT BY GERMAN FOREIGN MINISTER.

Berlin, August 8.
The Foreign Minister, Herr von Simons, in a newspaper interview, has said that Germany is prepared to resume diplomatic relations with Soviet Russia immediately, upon satisfaction being given for the murder of Count Mirbach, the ex-German Ambassador to Russia in 1918. He added that Germany had given permission to the Soviet economic representatives to enter Germany. M. Tchicherin poured cold water on the intentions of German immigrants to enter Russia.

ANOTHER IRISH OUTRAGE.

London, August 8.
Armed men ambushed nine policemen at Kildorrery, County Cork. Five constables were wounded and all their arms and equipment taken.

THE RUSSIAN REPLY.

London, August 9.
A Russian wireless message to Britain says the Polish Government announces its readiness to send delegates to Minsk to conclude an Armistice and peace preliminaries. The Bolshevik Government therefore expresses the belief that the object of the Allies, namely the cessation of hostilities and the establishment of peaceful relations between Russia and Poland on the basis of full independence for Poland, will be attained most speedily and most simply through direct negotiations. The Bolshevik Government opines that the Allies will undoubtedly acknowledge that their object will be fully covered by the impending Russo-Polish Conference at Minsk.

The contents of the above Note are regarded as practically amounting to a rejection of Allied participation in the Russo-Polish settlement.

MOSCOW DECLINES TO RECEIVE MESSAGES.

Warsaw, August 7.
It is officially alleged that the Moscow wireless station twice declined to receive the latest Polish Note, on the pretext, firstly, of alteration of hours for the reception of messages and, secondly, of atmospheric disturbances, which the Poles state are non-existent.

A GERMAN REQUEST.

Paris, August 7.
The newspapers state that Germany has addressed a third Note to the Entente concerning the necessity of defending East Prussia. It declares that with the object of maintaining order a Militia force has spontaneously formed itself in the vicinity of the frontier. The Government has taken over the force, centralising its organisation. The Note reiterates the request for sanction to despatch troops to the frontier in view of the departure of certain Allied contingents.

NEWS FROM THE FRONT.

London, August 7.
A Polish communique suggests that the Polish counter-move continues. In the neighbourhood of Drohiczyn they have gained ground and succeeded in driving the enemy detachments which crossed the Bug back to the north bank after particularly fierce fighting. On the River Sereth the Bolshevik attacks were repulsed, while the Ukrainian detachments are successfully continuing the counter-attack. The communique declares that the town of Brdy has been completely sacked by the Bolsheviks.

POLISH SOCIALIST MANIFESTO.

London, August 7.
The Polish Socialists have issued an important communique in the anti-Polish frontiers of Britain and other countries.

REUTERS' TELEGRAMS.

NORFOLK BYE-ELECTION.

A LABOUR GAIN.

London, August 9.
The South Norfolk bye-election resulted as follows:—
Mr. G. Edwards (Labour) 8,534.
Mr. J. H. Batty (Coalition Liberal) 6,476.
Mr. C. H. Roberts (Independent Liberal) 3,718.
The vacancy was due to the Hon. Mr. Cosens Hardy's succession to the Peerage on the death of Lord Cosens Hardy.
[The result of the last poll was—The Hon. Mr. Cosens Hardy (Coalition Liberal), 11,755; Mr. G. Edwards (Labour), 6,536. South Norfolk has been a Liberal seat since 1893.]

AMERICAN AID FOR POLAND.

A SUGGESTION BY THE ALLIES.

Wellington, August 8.
Telegraphic exchanges are actively continuing between Britain, France and Washington regarding a tentative Allied suggestion of American aid for Poland. The details are being carefully guarded.
Mr. Gibson, the American Minister to Poland, who is at present holidaying at Los Angeles, has been ordered to return to Warsaw.

HAD ENOUGH OF WAR.

BRITISH WOMEN'S PROTEST.

London, August 8.
Labour demonstrations have been arranged for to-day in many parts of England to protest against Allied help for Poland. The Women's Co-operative Guild, numbering 44,000 members, has issued a manifesto declaring:—"We are not prepared to see our men sacrificed any longer to the ambitions and jealousies of Governments."

BISHOPS AT BIG COMMUNION SERVICE.

London, August 7.
On the occasion of the conclusion of the Lambeth Conference 250 bishops will attend to-morrow a communion service at St. Paul's Cathedral. The service opens with a procession from the South to the Great West Door. The Archbishops of Canterbury and Sydney will officiate and the Bishop of Tennessee will preach.

THE TURKISH TREATY.

A FRESH DELAY.

London, August 7.
The Turkish Treaty will be signed on Tuesday next. The new delay results from the British Government's desire that the Italo-Greco question should be settled previous to the signature.

OLYMPIC CYCLING RESULT.

Antwerp, August 8.
In the Olympic Games, the result of the fifty kilometre cycling race was:—Peeters, (Holland) 1st.; Johnson (England), 2nd. Halfin (Australia) had a burst tyre and retired.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

STRAITS SETTLEMENTS ASSOCIATION.

TO CONTINUE SEPARATE EXISTENCE.

Singapore, August 9.
The Straits Settlements Association has decided to continue its separate existence apart from the British Malaya Association.

WATER FOR SHIPPING.

SUPPLY TO BE REDUCED.

Singapore, August 9.
The London Municipality notices that shipping will have a

HONGKONG TRADE.

THE LATEST RETURNS ANALYSED.

We have been favoured by Messrs. Noronha and Co., with a copy of Hongkong's Trade and Shipping Returns for the Second Quarter of 1920, and from this publication, which has been compiled by the Statistical Branch of the Imports and Exports Department, one ascertains that the sterling value of the U.K. of the Colony still maintains its upward tendency. In the present returns the values have been converted monthly into sterling at the following rates:—April, 4/11d. to the Dollar; May, 4/6d.; and June 4/0d.; and it is as well to bear in mind that last year's comparative figures were based on the following rates of exchange:—April, 3/3d.; May, 3/4d.; June, 3/6d. It will thus be seen that an allowance must be made when comparing the sterling values given.

IMPORTS.

Taking imports first, it is shown that the total value of goods imported for the period, excluding Treasury, was £24,194,435 and against £15,582,195 last year. The value of Treasury imports was £8,498,507 (Treasury was not shown last year), bringing up the total value of the imports to £32,692,942. The largest importer of goods into Hongkong was China herself; then came the United Kingdom and other British possessions; followed by America, French Indo-China, Japan, and the Netherlands East Indies in the order named.

EXPORTS.

Regarding exports, the value of goods imported for the quarter was £29,517,932 as compared with £18,982,994 for the corresponding period last year. To this must be added £19,935,275 for imported treasure, bringing up the value of all imports to £49,453,228. China took by far more of our exports than any other country, the United States coming second (mostly treasure), the United Kingdom and British possessions third, French Indo-China fourth and Japan fifth. The book is compiled in interesting form, permitting merchants to trace the origin and destination of every class of goods.

SHIPPING RETURNS.

A summary is also given of Hongkong's shipping for the quarter, and this shows that departures for the quarter totalled 2,839,598 tons, of which 1,458,513 tons were British. The figures for the corresponding period of last year were 2,387,771 tons, of which 1,318,973 tons were British. The arrivals this quarter totalled 2,827,910 tons (1,464,692 tons British), and the figures for last year were, 2,355,112 (1,318,476 tons British). The book is published at 6s. and is well worth purchasing by all merchants who wish to keep track of the Colony's trade.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 11 1/2d.

THE WEATHER.

2 p.m. Barometer:—29.61. Temperature:—82. Humidity:—88.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

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THE NEW FRENCH REMEDY

HYPERION NO. 1
HYPERION NO. 2

EARLIER TELEGRAMS.

U.S. PRESIDENTIAL CAMPAIGN.

Dayton, Ohio, Aug. 8.
There were stirring scenes on the occasion of Governor Cox's making a speech accepting the Democratic nomination for the Presidency. His speech was easily audible to the whole audience owing to the employment of an electric sound amplifier.

Governor Cox declared himself an unequivocal supporter of the League of Nations and accused the "Senatorial Cabal" of plotting in the midst of war to undo President Wilson's work in order to prevent the Democrats winning the coming election.

He criticised the Republican declaration as regards the League as interpreted by Senator Harding, asserting that it simply meant a separate peace with Germany. He said that would be the most disheartening event in civilisation since Russia's separate peace with Germany, and it would be in all circumstances an infinitely more unworthy action. He declared that Senator Harding in plain words proposed to remain out of the League.

After dwelling on the possible consequences of such an action, Governor Cox referred to domestic problems. He said he favoured reduction of taxation and suggested that one way of raising funds would be a tax of 1 to 1½ per cent. on business sales. This would affect profiteers. He also favoured the carrying of the St. Lawrence waterway to the Atlantic, as an outlet for the States lying about the Great Lakes.

STRANGE AMERICAN PROCEDURE.

London, Aug. 9.
Five United States destroyers are patrolling the Florida Coast off Miami with orders from President Wilson to prevent the British cable-ship "Colonia" from landing the cable which the Western Union Telegraph Company is laying from Barbados to connect with the British cable from Barbados to South America.

It is explained that the American Government's action is taken in order to prevent the landing of the cable before the meeting of the International Communications Congress at Washington on Sept. 15th.

The State Department says that a British cable company has the virtual monopoly of cable rights in Brazilian waters, although an American concern desires to construct a direct line from the United States to Brazil. Action is therefore deferred upon the Western Union Company's application for permission to land its Barbados cable on the Florida Coast pending the State Department's settling the question as to whether the terms of its contract with the British company would not further extend the British monopoly.

MEXICAN AFFAIRS.

Mexico City, Aug. 9.
Special ships are to be chartered and armed with guns to transport a landing force of 3,000 Yaqui Indians, who are being sent to Lower California to suppress General Cantu's insurrection. Puerto Isabel, in the extreme north of Sonora, has been selected as the point to concentrate the expedition.

Nogale, Aug. 9.
General Cantu has offered to surrender the Governorship of the northern district of Lower California within a fortnight if General Huerta ceases to send troops to Lower California.

ANARCHIST ARRESTED IN AMERICA.

Chicago, Aug. 9.
The Police have arrested John Alexander, alias "Lagranich," alleged to be an international anarchist and a member of the German Communist Party, on a charge of evading the draft. The Police declare that he has been distributing German propaganda in America. The Federal authorities consider his arrest the most important made since the war.

COAL FROM CHINA.

London, Aug. 9.
The Coal Association says that the Danish State Railways will order for forthcoming delivery at Marseilles 100,000 tons of Chinese coal.

This marks the opening of a fresh epoch in the history of the world's coal industry. The reduced English output has given China her chance. Few people realize the enormous extent of China's mineral resources.

The important part China may play as a coal producing nation has been realized by Germany. Technical German papers, in the last few months, have been repeatedly drawing attention to this matter.

SENSATION IN MELBOURNE STOCK EXCHANGE.

Melbourne, Aug. 9.
A sensation occurred in the Melbourne Stock Exchange owing to the continuous heavy fall, on account of adverse reports, of shares of the Badak tin mining property in the Malay Peninsula. Ten pound sterling shares rose early this year to two thousand sterling, when the phenomenal find of tin at Badak was reported.

PORTUGUESE COMMISSIONERS FOR THE COLONIES.

Lisbon, Aug. 9.
The Chamber has adopted a Bill granting administrative autonomy in and creating High Commissioners for Portuguese Colonies. The Chamber has accepted the Senate's amendments in connection with the Bill.

The Minister for the Colonies tabled a Bill defining the duties of the Colonial High Commissioners.

SURRENDERED GERMAN DREADNAUGHTS.

London, Aug. 9.
The battle cruiser "Hood" arrived at the Forth escorting from Kiel the surrendered German Dreadnaughts "Heligoland," "Westfalen," and twelve destroyers.

THE BELGIAN CHAMBER.

Brussels, Aug. 9.
The Chamber, by a vote of 95 to 43, passed a Bill for the official use of the Flemish language and also unanimously passed the Bill to pay a gratuity to all war combatants.

NEW AEROPLANE RECORD.

San Antonio, Texas, Aug. 9.
Lieutenant Waddington, with seven passengers, reached a height of 19,000 feet, establishing a new aeroplane record.

RUSSIA'S TRAVAIL.

WHAT WILL COME OF IT?

Mr. Shaw, M.P. for Preston, and secretary of the International Federation of Textile Workers, who was a member of the British Labour Delegation to Russia, writes as follows:—

The Communist Party in Russia, even taking the most optimistic of its supporters as an authority, does not number more than 800,000 members. But these members consider themselves to be "soldiers of the Republic," are under strict discipline, and without any shadow of doubt govern the country. I failed to discover any party, or any individual, who is at present prepared to attempt to give the Communist power any trouble. This is not because there is no opposition to the policy of the Soviet authorities; there is both dissatisfaction and discontent. But exterior influences, not the ruthlessness of the Soviet Government, keep the opposition quiet.

THREE DISTURBING FACTORS.

There are three factors existing which cause me grave anxiety. First of all there is the bitterness which is being developed towards Britain in all sections of the community. In the second place, this feeling is responsible for the way the people are submitting, not only to military compulsion, but to an industrial compulsion which the workers of Britain have never dreamt of. Thirdly, there is the growing feeling that Russia must starve and hunger until she can of her own resources and strength succeed in feeding and clothing her population. Had as are the conditions now, it is generally conceded that they are slowly becoming better. The Soviet Government is not troubled by sentiment; it has an object, and it intends to attain it by any means. There is no apology made for compulsion.

MEN WITH A PURPOSE.

I saw men at the head of affairs with a clear policy, and a determination to push it through. But they were men, quite ordinary men, not supermen and the ideas they had were ideas taken from capitalist countries; they were not original, they were not even new, and they have not yet got into operation. In fact, the position seems to be like that of an architect, who, having decided to build a cathedral in marble finds that he has only sandstone, and not enough to do more than to build a barn. The people, after centuries of oppression, are not as ready to practise freedom and to understand their responsibilities as a more western people would be likely to do. But the generation which is coming along with make a huge leap forward. They have stepped at once into conditions approximating to those of western children, and they will live in a land capable of infinite development unhampered by vested interests, where industries can be developed on truly national lines. Everything depends on the present generation being willing to "grin and bear it" until better times come. But the experiment is still an experiment, and it is too soon yet to speak as if the intention were the deed. Just over a pound of very bad and sour bread a day is at present the portion of the working man. It is too soon to chant hymns of praise.

THE BIG TWO.

On the other hand the picture of the ferocious Bolshevik, lurking with a knife in his mouth and murder in his heart, is ludicrously untrue. I walked about both Petrograd and Moscow quite freely at all times, and the cities are far more quiet and orderly than, say, Manchester or Birmingham. Lenin I found intensely disappointing. I thought he was a really great man, not only so far as ideas are concerned, but purely as a man. I found him to be a narrow doctrinaire. He is probably the worst informed man in Europe as to the actual state of affairs in different countries, and I am afraid he is a man who finds it very difficult to believe anything which does not please him. Of Trotsky we saw little. He is now virtually at the head of the army. It is to be hoped that what I have heard described as the psychology of the gun is not true in his case. If he gets fond of military life and conquests it may cost Europe dearly.

HOW THE WORKERS FEEL.

I saw for myself how the industrial workers fare. One day we ate our midday meal in a Communist factory dining-room. It is fair to assume that our visit had been known about, and

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GENERAL NEWS.

JAPANESE STORES BURNED.
San Francisco, July 21.—Three Japanese stores at Merzoville in California have been burned down. The police suspect anti-Japanese feeling is responsible. The loss is \$250,000. The investigation is looked forward to with interest.

CONDUCTED INQUEST ON CHARLES PEACE.

Probably the oldest corner in the world is Mr. J. O. Malcolm, solicitor, Leeds, who has held the office for that city since 1876. He has conducted 35,000 inquests; one on the body of the notorious Charles Peace after the execution at Armley Gaol.

2,000 HEAD OF STOCK SLAUGHTERED.

One cattle owner had 2,000 heads slaughtered, it was stated at a meeting of the county Drovers of Animals' Committee at Northampton recently, when a resolution was passed asking the Government to take the necessary steps to prevent the spread of foot and mouth disease.

BISHOP FLIES CHANNEL AT 75.

Leaving Cricklewood, London, N.W., in a Handley Page aeroplane, the Rev. W. H. Williams, Bishop of Bangor, arrived safely at Brussels. He is 75 years old.

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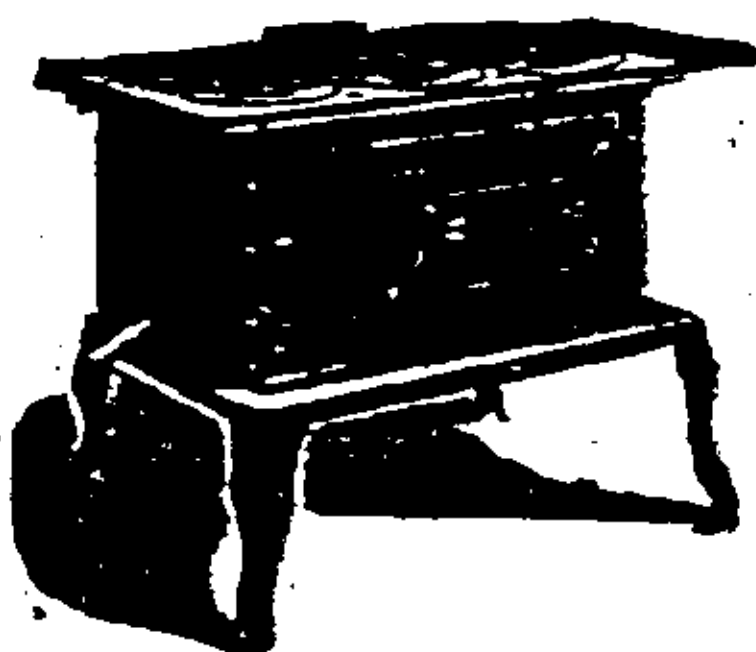
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SHIPPING FIGHT.

AMERICA'S BID FOR
SUPREMACY.

The *Observer's* shipping correspondent writes:—Now that we have the text of the new Mercantile Marine Act signed by President Wilson on June 6—it is generally known as the Jones Bill—it is possible to form some idea of the extent to which it will affect British shipping. The object of the Bill is described in the preamble thereto as being the provision of measures to provide the United States with a mercantile marine commensurate with her position in the world, and to carry the greater portion of her foreign trade.

There is nothing in this purpose to which we in this country can take objection. The United States is now the most important commercial nation in the world, and it is for the benefit of the world in general that they should possess a mercantile marine adequate to their economic requirements. There are, however, two ways in which this can be done: one is the fair way, the other is the unfair way. The method adopted, as it appears from the text of the Bill, is a mixture of the two, for whilst the objects of the Bill are praiseworthy, some of the steps which are advocated to advance them can only be described as retaliatory and discriminatory.

It is really rather curious to consider the jealousy which has been aroused throughout the world by the ability and magnificence of the British mercantile marine during the war. Before the war the British mercantile marine subsidised the trade of the whole world because it carried by far the greater proportion thereof, and, during the war, it provided the means whereby most of the countries of the world were able to continue whatever trade hostilities permitted them. Naturally, the result of this has been to teach other nations the importance of owning a mercantile marine, and we find now that practically every country is making efforts to build up a mercantile marine which, should another war come, might enable them to carry on during hostilities. But in two countries in particular with this lesson has come a feeling of the most bitter jealousy against our mercantile marine. These two countries are France and the United States.

THE NEW CONDITIONS.

The principal provisions of the Mercantile Marine Act provide for the conversion of the immense Shipping Board Fleet of about 2,000 vessels into a privately-owned fleet; the co-ordination of all the transport resources of the country—ocean shipping, coastwise shipping, inland shipping, railways, ports, docks, etc.—to form one immense undertaking which shall force American export and import trade into the holds of American ships. So far there is nothing to which foreigners can object. Any nation which feels that by these clauses it is being discriminated against has the remedy in its own hands—if it considers the matter worth while. Against the clauses which provide that American ships in which the Government holds any interest must be classified by an American classification society and insured to the extent of the Government's interest in American insurance companies, no serious opposition can be raised. The private shipowner and the private cargo shipper are not obliged to comply with these clauses—in fact, they are unaffected by them—and there is nothing to prevent a merchant at Galveston, who has sold his cotton to Liverpool, from shipping his cargo in a British ship and insuring it with a British company.

AIMED AT THIS COUNTRY.

But there are certain clauses to which exception may be taken, and they are those which are, and were intended to be, discriminatory against this country and against Japan. Amongst them may be mentioned those which authorise preferential treatment of American vessels in American ports; those which grant preferential railway rates to American cargoes exported in American vessels; and those which prohibit the transit trade via a foreign port, or country, of goods conveyed between America or any of her colonial possessions. Other clauses, more particularly concerned with insurance, impose the most drastic forms of returns, which are based absolutely upon the methods of the German insurance companies, against which America herself protested so bitterly previous to her entry into the war. These returns are

PAPER CURRENCY

AND HIGH PRICES—

The *British Trade Review* writes:—

The last few years have seen an enormous increase in the issues of paper currency, so great, in fact, has been the output from the currency printing presses that the face value of the paper currency emitted during four years of war exceeds the total value of gold and silver produced in the whole world since the discovery of America by Columbus. The evil is aggravated, too, by the fact that barely one-fifteenth of the paper notes put into circulation by the various Governments has any sort of metallic backing at all, and yet we get the perpetrators of this debasement of the currency pointing to the prosperity of the countries in which paper currency is used. But this prosperity is only apparent, not real, and the monetary history of all countries abounds with examples illustrating the rapidity with which people fall into the delusion that high prices, due to over-issues of paper money, are evidence of prosperity. The real evil in paper money is the emission of inconvertible notes, the effect of which, or indeed of any excess issue of paper currency, is to drive gold out of circulation. But the currency does not depreciate or, put it another way, prices of commodities do not begin to rise until the paper exceeds the quantity of metallic currency which has been superseded. That is the position we are in to-day: gold, and lately, silver too, has been displaced by vast quantities of paper money and so fast has this addition to the world's currency been made that, as we have stated, it has taken but a

few years to exceed the amount of all the gold and silver known to have been produced since the the American continent was brought into communication with the West. Then, to take only the principal countries, we find that against an increase of £7,638,860,000 in the face value of the notes in circulation, there has been an increase of only £498,000,000 in the gold held as cover for the notes. The natural result is that prices have been forced up in the various countries to undreamed-of levels, or, in other words, the currency has depreciated, and the value printed on the notes is only a chimera. In the circumstances, readers of the *British Trade Review* hardly need to be reminded of one of the most elementary economic truths—that money declines in value as it advances in quantity, just in the same way as money may be said to advance in value as it declines in quantity. The position is this: if the currency be contracted for a country has a limited supply in circulation, the value of the money is high, that is, the amount of commodities and goods which it will purchase will be large. On the other hand if the currency be expanded, that is, its volume increased, the value of the money will be relatively low, since the quantity of goods or services it will purchase will be relatively small. It is this increasing volume of currency which is the principal source of the trouble with which we are faced to-day from the world-wide rise in prices. Before the war a limited amount of gold was doing money's work and its exchange value was high and fairly stable; but during the war and after, the precious metals have been withdrawn and larger quantities of notes issued. Consequently, down goes the purchasing power of the pound sterling, the franc, the lira, the mark, and many other monetary units. In our own country we see the result in the increase in retail prices. On December last the average increase in the price of the principal articles of food as compared with July 1918, was 134 per cent. In some of the other European countries the position is still worse, and until all of them make a really honest effort to purge their currencies of a great deal of the paper notes now circulating, we shall not go very far towards bringing back prices to their pre-war level.

A BIG FIGHT.

We in this country now know—although we may not yet know the full extent—that we are to be faced with the most bitter competition for the supremacy of the seas which we have ever had to meet. There is, however, no reason to believe that we are unable to successfully emerge from this contest. Our opinion, too, is that America has been beaten by her own Bill. One of the most voluminous statutes ever passed at Washington, the Bill is in many respects unworkable. Without doubt diplomatic action will prevent some of its most obnoxious features being implemented. Some of the clauses must eventually work out to the detriment of American shipping and insurance. A child cannot walk merely by Act of Parliament, nor can American shipping rule the seas by the grace of Senator Jones! Experience is the most vital asset of a national marine, and experience is considerably lacking in this respect on the other side of the Atlantic. The Bill must result in considerable friction between the State and the Federal authorities, and no less friction will be caused between the independent shipowners and the Shipping Board. Shipping cannot be operated by a bureaucracy, and what the Bill means, to a large extent, is the creation of a bureaucracy to control American shipping—but without taking any real responsibility. Admittedly we are in for a big fight, but before America can win the fight she must create a national feeling for a mercantile marine; she must be prepared to pay considerably higher freights and insurance rates on all the imports and exports; and she must be willing to forego profits on her shipping enterprises for many years. The person who is most going to feel the pinch of America's new policies will be the American merchant.

STRIKERS FLOAT A COMPANY.

As a means of alternative employment the lead miners of Winstar (Derbyshire), after a strike lasting twenty-six weeks, have floated a company with £7,000 capital to work several mines acquired gratis under the Peak custom of forfeiture. The first directors are the strike leaders and officials of the Derbyshire Miners' Association, shares being allotted among the workmen. An urgent report favours the company, the principal mine, the Winstar mine.

NOTICES.

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BUTLER'S
SHEFFIELD
POCKET KNIVESSOLE AGENTS
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MAPPIN & WEBBSHEFFIELD
STAINLESS
RAZORSWE HAVE JUST RECEIVED CONSIGNMENT
OFHIGHEST GRADE SILVER PLATED WARE
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CAKE DISHES, FRUIT STANDS, EGG FRAMES,
TEA & COFFEE SERVICES.BUTTER DISHES, CUTLERY CABINETS,
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"STERLING SILVER WARE IS OUR SPECIALITY."

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WHISKY.

MILD, MELLOW, MATURED.

Pre-war high quality still maintained

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WHITEAWAY'S

GREAT SUMMER

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WILL COMMENCE ON

Tuesday August 3rd.

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ENTIRE STOCK INCLUDED

The reductions at this GREAT SALE are generous and, as a lot of the goods we are offering were bought under favourable conditions, the prices at which we are selling them are in many instances LESS THAN MANUFACTURER'S COST TO DAY.

BUY NOW & SAVE MONEY

BARGAINS IN ALL DEPARTMENTS

WHITEAWAY, LAIDLAW & CO., LTD.

HONGKONG

(Incorporated in England)

THE NEW GERMAN

VIEWS OF A GERMAN DIPLOMAT.

A German Diplomat writes in the *Poll-Moll Gazette*:
The truth about Germany may be difficult for English people to believe, whose memories of my country are 1914 and before. Nevertheless, it is only a question of time until the whole world is compelled to recognise that an immense change has, indeed, taken place, not only in the political system, but in the outlook of the population and in the conditions of daily life.

My English friends ask me where Bolshevistic tendencies and reactionary tendencies begin in the Germany of to-day. My reply is that the Bolshevistic manifestations occur among great groups of demobilised troops who fought through the war only to be confronted at present by the direct distress, want of food and warmth, and an inability to find work. These men are desperate. They are ready to join the Bolshevik movement, on the one hand, or the reactionaries, on the other. To them, the driving force is hunger and misery. If they could live, they would abandon political excitement, for they are not by natural inclination extremists.

The Germany of 1920 is not insane, although it differs very widely from the Empire of 1911 or even the early war years. The great change began to take place in May, 1918, when the food shortage began to register tragedy all over the country. In that month the supplies began to give out in earnest. The harvest of the previous year was practically exhausted.

OLD ERA CLOSED.

The Allied blockade was bearing on the situation with direct and terrible significance. Large sections of the community based their diet upon turnips. Children died as if attacked by a swift and incurable malady. Men and women grew pinched and feeble. Famine was more than a threat in the land. By the time summer had reached its height, the German people were starving. The blockade had done its work. The war, instead of being won, was lost to Germany, because the civil population had collapsed; the reflex action upon the moral of the troops was momentous in its consequences.

We saw the first motor-cars with the red flags of revolution tearing through the streets of Berlin on November 9th, 1918, two days before the Armistice. The crackle of machine-guns was heard in our capital. Count Metternich, the former German Ambassador in London, declared in my hearing on that fateful day that the old era had in truth closed, finally, irrevocably, and that what lay ahead would belong to a new order of things, from which monarchy, with its irradiation of privileges, would be ever absent. He uttered a prophecy, perhaps without fully realising how true were his own words.

Monarchy has perished in the hearts of the majority of the German people. My English friends tell me that the Republic will never last. Did they not say the same thing of the French Republic of 1870 which endures after fifty years?

The people of Germany have developed quickly since the summer and autumn of 1918, and their development has been upon democratic lines. It is a mistake to imagine that the masses desire any form of monarchical restoration. The reactionary movements which are given such prominence in the British Press have not the nation at their back. They are unlikely to succeed in the circumstances.

SOCIAL CONDITIONS.

According to the plans of the Government there is to be enforced the heavy tax upon property which will compel landowners to abandon their estates. It will operate progressively according to the value of the property. Land which has been held by the family for centuries will be sold, and three-fourths of the proceeds of the sale will go to the State. A man who has always been rich will under this scheme, become poor, since what remains to him will suffer the further loss imposed by the heavy decline in the value of money. It must be clearly understood that the mark is not merely at a low level abroad, but at home in Germany its value has descended greatly. For example, an unskilled country labourer is now receiving twenty marks a day, an unheard-of wage before the war for this class of worker. For an overcoat, again one pays, at a good tailor's, 1,600 marks, nominally

THE NEW CHESS CHAMPION

LASKER RESIGNS IN FAVOUR OF CAPABLANCA.

Dr. Emanuel Lasker, the world's chess champion, publishes in his column in the *Dutch Telegram* a letter addressed to Jose Raul Capablanca, the brilliant Cuban master now in America, definitely refusing to play their projected match and accordingly resigning his title in Capablanca's favour. The champion is but 31 years of age, the youngest holder of the title since the comparable Paul Morphy beat in Andersen in 1858. "Capa" is immensely popular all over Europe and America, and has a following as great as Morphy had, whom he resembles in his dignity and geniality.

Lasker's reason for resigning the championship is given in his letter; he states, correctly enough, that the chess world dislikes the terms of his forthcoming match with the Cuban, which had been booked for next year. But these terms, though onerous and including a clause by which the German master took 60 per cent of the stakes, win, lose or draw, were an improvement on those he laid down to Capablanca in 1911. One of them was unprecedented—that a margin of one game should not decide the match, which would then be called a draw and leave Lasker champion. Capablanca naturally refused to give the odds of a game in this manner, and the other broke off negotiations abruptly.

The two masters have only once entered the lists together, at the Petrograd Tourney in the spring of 1914, when Lasker came out first, with Capablanca half a point behind. The chess world, while acclaiming the new champion, will regret the abandonment of a match between the two foremost players of the age. It seems probable that Lasker could not obtain sufficient financial backing on his terms, and no doubt he felt it undignified to modify them. He may very well challenge Capablanca later on, secure in the knowledge that the new world champion is a sportsman.

Lasker has had a long innings: it is 26 years since he defeated Steinitz (himself champion for 28 years) in the United States. His peculiar method of awarding the title to Capablanca will not detract from the honour, for, as Lasker says graciously in his open letter, the Cuban has earned it by his brilliant mastery.

Let us hope that we have at last come to the end of the bad old days, when the world champion sat tight on his throne, with a Lord High Executioner at hand to deal severely with all challengers. I had many conversations with Capablanca last season, and in one of them he affirmed his willingness in the event of his defeating Lasker to accept a challenge from Akiba Rubinstein, the great Russian master, and favourite in the coming Swedish tourney. And, morally, Capablanca has defeated Lasker.

£80. It is still £80 out of one's German income although it is very little if the 1,600 marks have been exchanged for British currency. Englishmen with English money can thrive in Germany on the exchange. But for Germans with incomes derived from local sources prices are ruinous. It is still more difficult for a German to travel and live in foreign countries at the existing rate of exchange.

All these conditions react on the everyday life of the people. The poor are richer and the rich are poorer. Marriage has a new restriction imposed upon it among the leisured classes, owing to the adverse financial situation. Families which have always maintained establishments in houses in Berlin are now selling their town houses. A great landowner in the country will in future have to be content with a single castle in limited grounds. Truly, 1920 is separated from 1914 by changes which would be considered radical if they had been wrought in one hundred years.

TYPHOID MICROBES IN CAKES.

Thirty Parisians, who were supposed to have been poisoned, were found on admission to hospital to have eaten cream cakes bought at the same pastrycook's. An analysis of cream, made of white of egg and uncooked, revealed that it contained no poison, but had become a fertile breeding ground for paratyphoid microbes, which developed with great rapidity owing to the hot weather. None of the victims died.

WHEN WE WAKE UP.

GREAT BRITAIN AS A CONVALESCENT.

Sir Walter de Frece, M.P., writes in a Home paper:—
To set things right it is necessary to see first where they are wrong. The poet may sing that "God's in His heaven, all's well with the world," but we, who are not poets, refuse to gloss over the facts. We see that all's not well with the world, and some of us, at any rate, are anxious to get at the causes of what is wrong.

If I were asked, what, in my opinion, is the chief ailment from which we are all more or less suffering at present, I should say without hesitation, general malaise, reaction, listlessness, apathy, call it what you will—the direct result of the strain of the war.

In the dim days before the war, one of our candid critics told us in an inspired moment that we were a "spoon-fed nation." That was before the days of D.O.R.A., before the intervention of a benevolent despotism in our everyday affairs, before days of rationing and regulation.

ARE WE A SPOON-FED NATION? How much more telling is his criticism to-day. We have been looked after, controlled, "spoon-fed" for the last six years, and now that we get the chance once more to depend on ourselves we feel lost and wonder why we're not told what to do, we're all at sea.

And it affects us in another way. So long as the war lasted we realised that we were in for a life and death struggle. We went about our everyday tasks in a business-like way. Whatever came to our hands we did as best we could. Nothing was too great a trial; it was all for the good of the cause.

But now? Now we've had enough of heroics to last us for the rest of our lives; we're all for a good time. We don't want to work; we want to play; we want to enjoy ourselves.

I fully sympathise with that attitude, because I fully understand it. At the same time I want to urge here that the paths of ease and of duty lie along different roads.

For never, even in the darkest days of the war, was energy more vital to our individual and national prosperity than it is to-day. We won the war by the energy and hard work of our armies, but we shall fail to take advantage of our victory if we relax our efforts too soon.

THROWING IN OUR HANDS. And that's just what we're doing. We're throwing in our hands before the last cards have been played out.

All this sounds very doleful, and as a result of it I feel sure I shall at once be dubbed a pessimist. To prove my claim to the opposite title let me suggest a remedy.

I am a firm believer in Great Britain and her destiny, and I know that the average Briton has only to see difficulties ahead in order to overcome them. But he has first to see them, and at present he doesn't. That's the whole trouble.

And I for one don't blame him. How can he be expected to take an intelligent interest in the affairs of his country when he fails to understand what all the fuss is about? He sees a long string of figures in his newspaper, which he is asked to believe represents the National Debt.

"Very good," he says, "then my little lot won't make any difference one way or the other."

Or he is told that the pound sterling is "worth only 15s. in America."

"Is it indeed," he replies, "it's not worth 7s. 6d. here."

And numerous other instances could be given to illustrate the point, which is that, until every citizen in the land takes a thoroughgoing interest in the affairs of his country, and until he has the vital facts of the situation brought home to him directly, he will certainly choose the path of easy-going indolence in preference to the thorny road of plain living and hard work.

TAKING THE LEAD. But once tell him plainly that his work is wanted and he'll respond as he responded during the war.

And his work and the produce of his toil are emphatically wanted just now. There's the five years' leaseway to make up. There's the progress that we should normally have made in these years still to be achieved. There's the gigantic programme of progress to which the country is committed to be translated into fact. There are the countries of Europe to be set going again on a productive basis.

NEW ADVERTISEMENTS

THEATRE ROYAL

THE FRAWLEY COMPANY

In a season of the Latest and Greatest of London and New York Successes

Thursday, August 12th at 9.15 p.m.

"A PAIR OF QUEENS"

A farce in 3 acts. By Fred Jackson. The first time in Hongkong.

FRIDAY, Aug. 13th. "THE 13th CHAIR" By Special Request.

SATURDAY, Aug. 14th. LAST NIGHT "THE MAN WHO CAME BACK" This play is at present creating a furore in London.

Booking at MOUTRIE'S.

WOMEN AND BETTING.

THE NEW EXCITEMENT.

There has been an enormous increase in the number of women backing horses since the Armistice, says the *Times*. The excitement of the war has given place to the excitement of civil life; "auction" had not sufficient thrills, and betting on a very extensive scale has practically taken its place with the younger women as well as the elder.

Women are the bookmakers' best friends, for the simple reason that they bet in many cases without knowledge or judgment and for sentimental reasons. Their tips are taken from anywhere; and they prefer the verbal to the printed suggestion. Their attitude to betting is quite different from a man's; "bothways" is their method of hedging, while the wiser man will bet to win on two different horses. The bookmakers know the psychology of their women clients; they know that a "win" excites them to further efforts, and that if they have a balance in hand they will invariably play with it further. There is one book-maker who treats his women clients as he would never treat a man; he never pays a "win" in full, but retains a proportion "on account," and he finds this method very good for business.

It is curious to note how the women do make money at betting manage to hear the gossip of the stables and pick up information as to trainers and jockeys. They study "Ruff's Guide," and know pedigrees and form and memorize little details of racing. At the same time many women are influenced by such accidental circumstances as the name of a horse. There was one, for instance, who would not back Cinna for the Oaks because the name sounded like "Sinner," and she therefore backed Charlebell and won. Other women dream the night before of what they will back. There was one who read over the Derby list of starters before going to bed and she had a wonderful dream. She thought she saw Tottenham Corner fitted with loose-boxes and all the sires and dams of the great field watching the race and whinnying encouragement to their progeny as they came pounding past the danger zone. Unfortunately, she was so pleased with the sight that she laughed and woke before she saw what colours flashed past the winning post.

It is a significant fact that women who lose in betting almost invariably receive a quantity of money lenders' circulars on settling day.

The railway authorities are disposed to attribute the accident to the theory that this light agricultural line after the recent heavy rains was overtaken by a double header with such a heavy length of carriages. The interior of the ministerial car caught fire shortly after the Ministers' exit, but the fire was put out with a bucket of water. A remarkable fact, which shows how fortunate were the occupants of the cars is that at the time of the capsize the Commissioner of Railways (Colonel Pope) was actually going forward to give orders for the speeding-up of the train as it was a bit behind schedule time. What had made the train slow down just before was a stray cow on the line—a providential interference on the part of the cow.

Attached to the Royal train on the return journey from Buxbury to Perth yesterday were several special cars, such as Ministerial and inspection coaches, which had been sent up from Perth to Fiction Junction overnight. The Prince was accommodated in one of these, but during Monday night he elected to sleep in a four-berth compartment, with Lord Claude Hamilton, rather than use the sleeping quarters in the old Ministerial coach which had been transferred from the pilot to the Royal train at Bridgetown. In response to urgent requests from Admiral Sir Lionel Halsey, the drivers slowed down several times during the trip home to Perth, with the result that the train arrived over forty minutes late.

A departmental inquiry has already been instituted into the cause of the accident.

The railway authorities are disposed to attribute the accident to the theory that this light agricultural line after the recent heavy rains was overtaken by a double header with such a heavy length of carriages. The interior of the ministerial car caught fire shortly after the Ministers' exit, but the fire was put out with a bucket of water. A remarkable fact, which shows how fortunate were the occupants of the cars is that at the time of the capsize the Commissioner of Railways (Colonel Pope) was actually going forward to give orders for the speeding-up of the train as it was a bit behind schedule time. What had made the train slow down just before was a stray cow on the line—a providential interference on the part of the cow.

It's not so very much to ask after all—a little more interest in public affairs, an honest attempt to understand the problems that have to be solved, however difficult or remote, for us they may seem, a little more tolerance about our everyday affairs, and the thing is done.

THE LIST IS ENORMOUS, AND THESE ARE BUT A FEW OF THE ITEMS THAT OCCUR TO ME AT THE MOMENT.

And each and all of these objects depends on work, hard work by all, for we're all workers now. If Britain is to take the lead in the new world which the war has brought into being, as I hope and trust she will, it is only by work that she can do it.

It's not so very much to ask after all—a little more interest in public affairs, an honest attempt to understand the problems that have to be solved, however difficult or remote, for us they may seem, a little more tolerance about our everyday affairs, and the thing is done.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No. —

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SATURDAY, AUGUST 14th

9 p.m.

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The following second hand cars arrived per a.s. "VENEZUELA" overhauled and repainted in U.S.A. same as new:—

7 passenger Chandler Sedan \$3,000.00

7 passenger Hudson Sedan 3,000.00

7 passenger Coles Aero-eight Touring 3,500.00

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Apply to: TOM GUNN, c/o Davis Company, Ltd. Hotel Mansions.

FOR SALE.

FOR SALE. — "Abergeldie" 136 Peak. Apply 135 Peak.

FOR SALE.

FOR SALE.—One fawn and white bulldog. Pedigree. Aged 2½ years. Apply Box 410, c/o Hongkong Telegraph.

TO LET OR FOR SALE.

Glenshiel, No. 141 The Peak, near Barker Road Tram station. Apply to: Linstead & Davis, Alexandra Buildings.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 27th August, 1920.

at 12 o'clock (noon)

at their Sales Rooms, Duddell Street,

(for account of the concerned)

The Wreck of the

S.S. "CHIYO MARU"

as she now lies off the Lema Islands

Terms: Cash on fall of hammer when the wreck will be at purchaser's risk.

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SAFES

"Prevention is better than Cure."

The Undersigned have just received a new consignment of Milner's Safes.

LAMBERT BROS.

Duddell Street.

NOTICE.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (41/-) per share for account 1920 will be payable on WEDNESDAY, the 25th August 1920. Shareholders are requested to apply for Dividend Warrants at the Company's Office, 81, George's Building, Hongkong.

The TRANSFER BOOKS of the Company will be closed from Saturday, 21st August 1920 to Wednesday the 25th August 1920 both days inclusive.

SHEWAN TOMES & CO. General Managers.

Hongkong, 10th August, 1920.

St. John's Cathedral Monday Aug. 16th at 9.15 p.m.

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REGULAR AND FAST SERVICES

LONDON SERVICE

(Direct)
 "OANFA" 14th August London, Amsterdam & Antwerp
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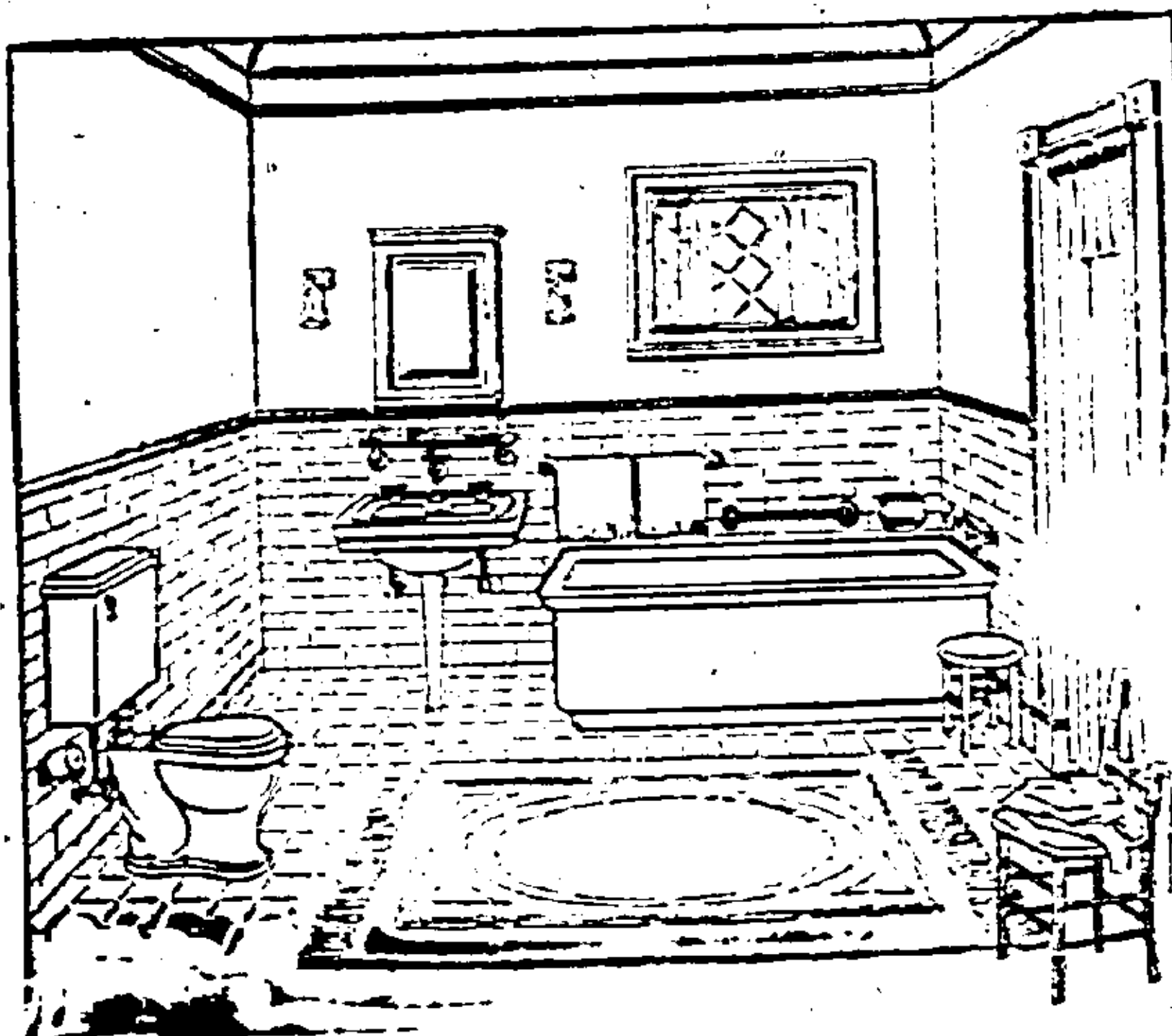
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The Central News says a firm of importers of German goods via Holland displayed at their offices in the Strand a range of suitings sent from Germany, on approval, which may be sold in this country made up and ready to wear at from half-a-crown to 10s. 6d. per suit.

These suits ("ready-mades") are manufactured of paper and are cut to English styles. One thousand of them can be forwarded f.o.b. for £120. Certain samples of the completed suits were permitted to pass the Customs at a declared value of 10d. per article. The firm of agents dealing with these German goods declare that under the system of buying German paper suitings at the present rate of exchange it would be possible for an Englishman to be "comfortably dressed" in a new suit once a week, and the entire cost would be less over a period of twelve months than for one single West End suit, cut and style thrown in.

The same firm which is prepared to run the paper suits

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declare that Germany is to-day using paper for every conceivable domestic necessity, and that once the prejudice has been broken down there will be an astonishing fall in prices for everything of domestic utility.

HOTEL LISTS.

PRAX HOTEL.

Corrected to 3rd August, 1920.

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Mr. and Mrs. A. E. Ashion	Sir E. Kadoorie
R. E. O. Bird	Mr. and Mrs. D. S. King
R. Blacking	H. H. Kleinmiedt
Mr. and Mrs. D. S. Blacking	Mr. Konkolarsky
Mr. Booth	C. A. Laing
Q. G. Bridger	J. B. Lamborn
J. G. Bridger	J. D. Lloyd
Capt. and Mrs. J. S. Curson	S. S. Logan
Maj. and Mrs. J. L. Carter	H. C. Macnamara
Q. F. Caville	P. J. Maitland
Mr. and Mrs. J. C. McGregor	Mrs. McAlmish
W. Church	Miss K. McGregor
S. N. Clark	Mrs. Melrose
Mr. and Mrs. E. Cockburn	Capt. H. S. Mill
C. H. Cole	Miss M. Moninger
C. F. Cooper	Capt. Montalith
Mrs. Cormack	Mr. and Mrs. G. Morgan
Mr. Coxon	Col. L. A. Nichol
R. Crowley	son C. A. Nichol
D. C. H. Cully	H. H. Nott
D. J. Davies	Mrs. Proton
En. Com. W. Dawson	E. B. Potter
N. R. Dick	J. S. Robinson
Mr. and Mrs. J. F. Dickie	H. W. Roger
Mr. and Mrs. C. E. Sandstrom	Maj. and Mrs. Sanders
Mr. and Mrs. O. P. Savage	Mr. and Mrs. T. P. Shannon
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Mr. and Mrs. John Dumeau	A. Findley Smith
A. W. Eastman	H. Spicer
G. E. Ellams	Mrs. and Miss O. Eveleigh
A. V. Farmer	Stabbing
Mrs. and Miss Farmer	J. F. Swindells
J. Farmer	Mr. and Mrs. S. J. Syrett
Lt. Col. M. Greer	Miss Taylor
Maj. Gen. A. Hale	Mr. and Mrs. Ventris
B. C. Hale	Mr. and Mrs. J. Van der Wa
D. Hall	terea
Mrs. L. Hansen	H. H. Webster
Maj. Harding	Mr. and Mrs. G. E. Viel
C. J. B. Hellstrom	Mr. and Mrs. A. Wilkinson
Dr. and Mrs. A. Holdert	H. P. Williams
A. H. Hollings	Mr. and Mrs. Winfield
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KING EDWARD HOTEL.

Corrected to 2nd August, 1920.

Mrs. R. Almond	Mrs. Kelman
Mr. and Mrs. W. H. Arratoon	Mr. and Mrs. W. H. Kerr
Dr. M. E. Ager	Mrs. J. Elbes & child
R. H. Beavan	Mr. and Mrs. G. Loo
Mr. and Mrs. W. Budge	Mrs. Lovgrove
Master Choi Shing	Miss Manak
Choi Shing	C. W. Mattinson
E. G. Coomes	Capt. T. Medina
D. P. Davies	A. Morris
S. T. Farrell	Mrs. J. F. Nichol
Miss Farrell	T. Palb
R. H. Felgate	Mrs. Passmore
J. D. Forrest	J. W. Pritchard
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Mr. and Mrs. R. French	Dr. A. B. Souza
A. L. Fry	Mr. and Mrs. Vander Steer
Mr. and Mrs. J. M. Gillivay	Mr. and Mrs. G. E. Stewart
Mr. and Mrs. Gregory	Mrs. F. Taylor
Mr. and Mrs. Hammond	Mr. and Mrs. Underwood
Mr. and Mrs. Harrison	G. E. Wetton
Mrs. J. Johnston	L. Young

STATION HOTEL.

Corrected to 3rd August, 1920.

T. Beeg	P. J. de Kant
Miss E. Best	H. T. Kroll
Mrs. J. Stewart	J. Macdonald
Brown	H. J. Morley
A. Byrnes	E. Riis
J. H. Carriere	G. Ringnalds
C. J. Endert	Mrs. P. M. Rotast
W. B. Haslett	H. Sieling
J. P. Haverkamp	G. Swan
C. J. Higgins	Win Thom
botham	Miss H. J. M.
J. J. Wierink-de Hoog	Tiemersma
W. E. Ues	Miss B. Tiemersma
B. Jaimchoujine	

NAVAL WAR CASUALTIES.

2,074 OFFICERS AND 20,735 MEN KILLED.

Figures giving more precise information than previously with regard to naval casualties during the war were included in recent Parliamentary Debates by Colonel Sir James Craig in reply to a question by Commander Viscount Curzon. The casualties given are those suffered by officers and men of the Royal Navy and Reserves (including Mercantile Reserve) whilst serving in His Majesty's ships and merchant ships between 4th August 1914 and 11th November 1918.

The officers killed in action numbered 2,074 and the men 20,735, both these totals including "died of wounds." Officers who died from other causes totalled 400 and the men 11,443.

There were wounded in action 549 officers and 3,961 men.

Under the heading of "injured, not in action," are 256 officers and 392 men.

Only two men are still missing. These figures give a grand total of 39,812.

The total number of prisoners of war was 1,033, of which 211 were officers and 822 men.

There had been interned 51 officers and 170 men, a total of 221.

The figures do not include officers and 170 men of the Royal Naval Division and officers and men of the British Mercantile Marine.

St. George's Hotel.

Corrected to 29th July, 1920.

Mrs. W. N. Bar-	K. G. Kniper
onsfeather	Misses (2) Kniper
Dr. C. G. S. Bar-	Mrs. R. G. Kniper
onsfeather	H. B. Lloyd
Mrs. C. G. S. Bar-	J. Lousias
Master & Miss (2)	H. M. Madden
Baronsfeather	Mr. and Mrs. W. McHugh & 2 daughters
W. Blackett	W. McKensie
Mr. and Mrs. E. P. Boyce	G. Mellis
Brookhams	C. L. Packe
Mrs. A. Bryan	Mr. Peters
2 children	Mrs. Peters
Lieut. J. J. Thos. Bennett	Miss Peters
Bryant	Thos. Bennett
Mr. and Mrs. Ben-	Arthur W. Bo
son C. Byrd	berts
Consul A. E. Car-	Miss E. M. Rudy
leton	Dr. and Mrs. H. Scott
Mrs. A. E. Carle-	H. Scott
ton	Mr. J. S. Smith
Miss E. A. Char-	C. A. Stewart
child	Mrs. C. A. Ste-
Mr. Day	wart
H. F. Farthing	R. Stock
Miss Foster	Mrs. H. Tarby
Miss Garrison	Miss Tonkin
Mr. and Mrs. I. L. Hess	Miss Turley
Miss N. E. Jones	Bishop Warne
R. de Kat	Mrs. Warne
H. A. de Kat	John Wilkie
Mrs. M. de Kat	Leslie Wolfe
Miss D. R. de Kat	& 2 children
Kirk	Miss Wolfe
	K. P. Wolters

PALACE HOTEL.

Corrected to 1th August, 1920.

J. Aned	J. T. Manix
Mrs. Beacham	A. Marks
Mrs. C. E. Bens-Mr. and Mrs. T. Matthews	
Capt. T. Brown	M. McCarty
Mr. and Mrs. L. A. K. McDougall	
S. Chook	E. A. Neilson
H. Harent	R. Nicholls
Mr. and Mrs. H. M. and Mrs. J. H. Oxberry	
J. Jack	J. Robertson
Miss V. P. Kosloff	G. A. Beale
Mrs. V. T. Kosloff	H. Stainfield
& child	A. F. Sharkey
Mr. and Mrs. Capt. O. W. Wilks	
E. P. L. Leigh	

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 LENGTH ON BLOCKS 750 FEET
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 ELECTRIC CRANE AT SEA WALL CAPABLE OF
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should realize that these complaints are the symptoms of deep rooted blood impurities, and while outward applications may give temporary benefit, they can do no more because they cannot get below the surface of the skin.

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complete and lasting, is to rid the blood of the poisonous waste matter, the true cause of such troubles. To do this you cannot better Clarke's Blood Mixture. This famous medicine of over 50 years' standing promptly attacks, overcomes and expels the impurities that's why so many lasting cures stand to its credit. Pleasant to take and harmless to old and young alike.

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"Everyday's Blood Purifier"

CONSIGNEES.

"ELLERMAN LINE"

NOTICE TO CONSIGNEES.

From HAMBURG AND ROTTERDAM.

The Steamship "SWAZI"

having arrived, Consignees of cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Hols Wharf, Kowloon, whence delivery may be obtained.

No claim will be admitted after the goods have left the Godown, and all goods remaining undelivered after 13th August will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before 20th August 1920, or they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on 12th inst. between the hours of 10.45 a.m. and Noon by the Company's Surveyors Messrs Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD.

General Agents.

Hongkong, 6th August, 1920.

CONSIGNEES.

"BEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

From HULL, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENARTY"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-siged on or before the 24th inst. or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 9th August, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PRINCE LINE FAR EAST SERVICE.

From NEW YORK

The Steamship

"MONGOLIAN PRINCE"

Having arrived, from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Thursday, 12th inst. at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN TOMES & CO.

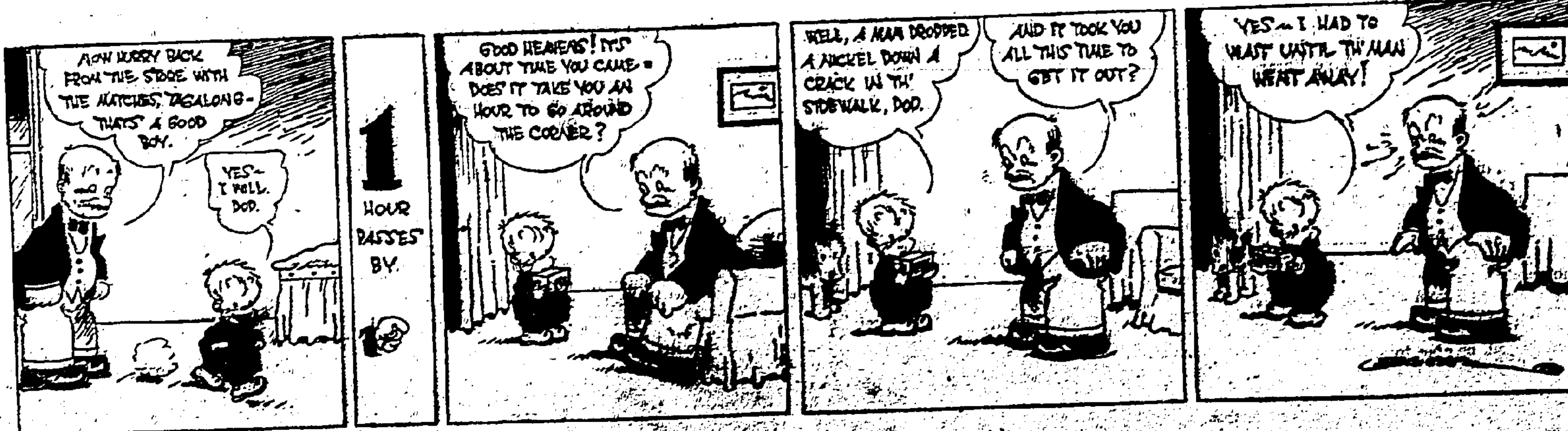
Agents.

Hongkong, 6th August, 1920.

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Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but a and evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

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The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage. Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 10, 1920.

EDUCATION IN THE ARMY.

Hongkong, as a military centre, has a direct interest in the new scheme of Army education which has been initiated by the Home Government and which is already in operation in many regimental districts. So far as this Colony is concerned, we understand that the scheme will come into operation on July 1st next year, and we presume that in the meantime all necessary arrangements will be made whereby the benefits of this very excellent project will be made available locally. The importance of placing every possible educational facility in the way of our troops has been fully realised since the war, it being strongly felt that the men who are serving their King and country in a very necessary sphere of activity should not thereby be deprived of the advantages which they would otherwise enjoy. Thus it that an Education Corps has been established, which Corps will have at its disposal a number of educationalists capable of giving practical assistance to the soldier-student. Under this scheme syllabuses have been drawn up governing the granting of education certificates, which are of four categories—third-class, second-class, first-class and special Army certificates. We have had a sight of these syllabuses, and the subjects covered are of a very wide variety, ranging from elementary schooling to history, languages, agricultural pursuits, engineering, chemistry, commerce and art, to name only a few.

It will be interesting here to recall the origin of the scheme. Immediately after the signing of the armistice, schools which during the fighting had been devoted to training in the military arts were converted one by one into training schools for civil employment. The objects which were aimed at were: To give tradesmen and apprentices an opportunity of regaining the knowledge of and skill at their trades lost during the war and to afford others the full benefits of education. A recent War Office report describes the work of the Irish Command, which is generally similar to that in other commands, and mentions that the object of the general educational system is to give the soldier the advantages of the ordinary citizen in the matter of facilities for educational progress. Vocational training in Ireland is carried on at the units themselves and at special Army centres equipped for technical instruction. At one training farm, for example, the course of instruction includes practical farming, practical market gardening, purchase, fattening and sale of stock, pig keeping, poultry farming, dairy farming, practical scientific agricultural use of manures, nature of soils, rotation of crops, use of farming implements and keeping of farming accounts, etc. There has also been education in military hospital work, and the War Office keeps in continuous circulation a complete and comprehensive library of cinema films for educational purposes.

There can be no doubting the immense value of a scheme such as that now in force in the Army. It has been a long-standing grievance amongst men serving with the colours that they have been denied real educational benefits. Service in the Army means taking a big slice out of the life of a man, and in the past it has too often been the lot of the ex-soldier to find a living as best he can as an unskilled worker. He may have had ample time during his Army career to learn some useful calling, but the facilities therefore have been absent, and however able-bodied he may have been when getting his discharge he has had, in all too many cases, to fall back on some low-paid, monotonous work in civil life. After all, the British soldier of to-day is a different type from what he was say even ten years ago. He is a finer man in every way. Without some such scheme as this, his ambitions are likely to be stifled and dampened by Army service. But now he will be able to enjoy what after all is only his right.

NOTES & COMMENTS.

"C. R." IN CEYLON.

It is so very infrequently that we see any of the leading newspapers at Home taking up subjects on behalf of the Crown Colonies that the *Manchester Guardian's* recent comment on the question of constitutional reform for Ceylon is worthy of a little notice. As some of the opinions expressed concern all Crown Colonies, we will give the comment in full.—Constitutional reform in Ceylon is notoriously overdue. The Colonial Office is known to be elaborating a new Constitution for the island, of which nothing is known except that it will introduce some popular element into the government. Ceylon is at present governed, like the other Crown colonies, by a governor and Legislative Council. The desire for some measure of popular liberty is very strong in Ceylon, and it is feared that Whitehall may fail to grant anything like what the people want. For that reason the Ceylon National Congress has sent a strong deputation over here, headed by Sir Pennambalan Arunachalam, to attempt to insert liberal ideas into the plans of the Colonial Office experts. They ask for a measure of reform sufficient to place the Ceylonese "on the road to full responsible government." They would be satisfied with a Legislative Council of which four-fifths was elective upon a wide franchise, with full control over the Budget. An important point is the demand that the Governor should be a man who has had Parliamentary experience in England. The typical Crown colony governor has had experience of an official desk and nothing more. Is it feared by the Ceylon leaders that the Colonial Office, while giving a fair measure of reform, intends to reserve certain important questions from the Legislative Council and hand them over to the Executive. It is curious evidence of the slowness with which reform progresses in these matters that a legislative assembly for Ceylon on Western lines was advocated by the Chief Justice there over a century ago.

AND IN HONGKONG?

The news we have recently had that Ceylon has been conceded a measure of constitutional reform was considerably detracted from when it became known that, although an unofficial majority has been granted, there are certain widely phrased proviso which render the measure of little value. When one thinks that Ceylon only received what it did after a special deputation went Home to urge the Colony's claim it would seem that Hongkong's hope of any far-reaching constitutional reform is a little forlorn at present. Our claim only exists on paper and the resolutions, etc., that have been sent Home from time to time are possibly carefully pigeon-holed away and will not be seen again until there is some live demonstration of the Colony's desire for a representative local government. The *Manchester Guardian* recalls the fact that the demand for better government in Ceylon has existed for over a century. Hongkong has not that length of history as a British Colony, but ever since 1844—three years after the island was ceded to Great Britain—the reform of the Legislative Council has been a public topic. We have a better Council now than we had then, but we are a very long way removed from representative administration. Official administration has achieved a great deal—it has built the Colony up to what it is to-day with characteristic British thoroughness—and in asking for a better system there is no forgetfulness of the grateful recognition that is due to those officials. The demand is only that the public shall have a voice in matters—a voice commensurate with modern democratic ideas.

AN OLD IDEA.

There's nothing new in the idea of extending the Peak Tramway down to Queen's Road—it's a subject that has been spoken of long and often, generally with a sigh of regret at the fact that the military have such a tenacious hold on the land necessary for the improvement. It would now seem that the Government is in negotiation with the military authorities for the resumption of the land, but if there is no development along

DAY BY DAY.

HE WHO LIVES TO NO PURPOSE LIVES TO A BAD PURPOSE.—Eastern Proverb.

Lieut. Commander A. E. Johnstone, of H. M. S. *Cairo*, has been appointed Commander.

No cases of communicable diseases have been notified in Hongkong for the past two days.

This morning in the Marine Court Commander C. W. Beckwith, Marine Magistrate, fined four cargo boat owners \$10 each for obstruction in the Southern fairway.

With regard to our report on Monday last respecting a charge against Patrick O'Sullivan, wound-darstand that the defendant was not intoxicated, and that there was nothing forthcoming to substantiate the particular charge made against him.

Last week's health returns show ten cases of plague (five fatal), five of enteric (three fatal), two of cerebro-spinal fever (one fatal) and one non-fatal occurrence of paratyphoid fever. Eight of the plague occurrences were Japanese imported cases, one sufferer from enteric was an Indian, whilst the paratyphoid patient was French. All the rest were Chinese. There were also three Chinese deaths from influenza.

Sister Wise, who for the past eleven years has laboured strenuously for the education and religious training of the children who came under her care at St. Mary's School, Kowloon, leaves for Europe to-morrow by the *a.s. Pilana*. Her work in the Colony has been greatly appreciated, and the hope is expressed that she may return to Hongkong later. On her visit home she will have the happiness of meeting her parents, who were interned in Germany for the greater part of the war.

LOST LOVE.

AN ATTEMPTED SUICIDE.

Because his sweetheart was lost to him for ever through her enforced stay at the Po Leung Kuk Institution, a Chinese recently attempted to commit suicide by jumping into the Harbour. It is said that the girl in question was stolen from another man who lived in Canton. They eloped to Hongkong but were followed by the girl's first lover who soon got his chance to administer a thrashing to the man who had stolen her from him. After her admission into the Po Leung Kuk, this man, gripped beyond measure, took up their quarters in the same house, the common bond of a lost love uniting them and making them the best of friends. Further revelation of this friendship was seen in another way. Not knowing that he was being followed by his friend, the man who took the girl into Hongkong, went on the Praya where he attempted suicide. But he was not allowed to die. His friend, getting all his late grievances, promptly jumped into the water and rescued the other from a watery grave. This man was to-day brought before the Magistrate, by whom he was cautioned and subsequently discharged.

those lines other than has been usual, we shall all have "passed on" long before the improvement takes place. There can be no question as to the desirability of the scheme, but its execution seems as far off as ever. And, by the way, we have heard nothing further with regard to the general question of the resumption by the civil authorities of the military land that is so much coveted for the extension of the Colony. When the matter was last publicly discussed there was quite a stir, but it has since died down as do the majority of such local questions. We in Hongkong have long been used to waiting and it is only fair to ourselves to presume that we shall go on waiting for a long time yet. And we think the Peak Tramway Company will have to wait, just as all the others have.

AN ISLANDER'S DIARY.

(BY "AJAX.")

Snipe have made their appearance round Fanling earlier this year than in any previous season. Several bags of over ten couples have already been reported. In the opinion of an old shooter it is rather unwise either to disturb or shoot the first flight, as they undoubtedly act as decoys to the birds migrating northwards. If one destroys the early birds the others who come after them will have none to attract them to the locality, and the chances are that they will fly elsewhere.

The new reservation scheme that was announced in the local *Gazette* a few days ago is rather vague on the question of its boundaries. How many sportsmen can tell you the exact boundaries of the area? The new condition in the Wild Birds and Game Preservation Ordinance of 1914 reads as follows:—

"No wild birds or game shall be shot or taken in that part of the New Territories situate at or near Fan Ling which is bounded by a line drawn from the cross roads near Tai Tan Long Village to the Chinese Urn Cemetery and continued up the hills to the seven hundred foot level thence following this level to the end of the ridge and down to the village of Lin Tong Mi, thence to Tong Kung Ling and thence to Kam Tin Village and thence along the motor road to the said cross roads."

I doubt whether any Police Officer knows the exact delimitation. The boundaries as described are very vague, and sportsmen are certain to meet with difficulty in knowing whether they are shooting in the reservation or not. A better plan would be to have indicators with crosses setting off so many hundred yards in one direction and so many hundred yards in the other direction so that sportsmen would know exactly the restricted area. There would be no trouble in putting down posts—north, south, east and west. I admit that it is not unusual to describe areas in the way this reservation has been done, but how many can say where the Tai Tan Long village is? The central idea of the reservation is presumably to get the birds to breed there and scatter to the surrounding hills. If one is allowed to shoot there, the birds will be exterminated. No doubt the new regulation is experimental and it is left to be seen what measure of success attends this new enterprise of the Government.

Last year was one of the best seasons, both for snipe and quail, for forty years. Very large bags were reported throughout the season, and it is quite likely that this year sportsmen will be favoured with the same good luck. The season for wild game, particularly ducks, quail, and pigeons of the large variety really commences on 15th October and ends on January 31st. I am at a loss to understand why "close seasons" are proclaimed for quails and ducks. They do not breed in any of the districts of the New Territories. Sportsmen should be also allowed to shoot deer *ad libitum* as they do a lot of damage to the fields, digging up potatoes and other agricultural beds. They eat anything but paddy. They also eat all the flowers in the cemeteries and do a great deal of mischief on the Peak. Probably some day the authorities will so realise the harm done by deer in the Colony that the shooting schedule may be relaxed and sportsmen allowed to shoot them throughout the year as in the case of hawks and magpies.

Some of the Chinese shipping companies in Hongkong are initiating a new practice with regard to the issue of shipping documents. This is to insert in their shipping documents the clause "Subject to the production of a mate's receipt," when the mate's receipt has already been given to the company. I do not know whether this is a general rule with all Chinese shipping companies, but such practice is against all usage, and no Bank, I am sure, would accept any shipping document with such a clause, nor would any sensible merchant.

I notice that in this trying season a few gentlemen are

MOTOR CAR SMASH.

ON DEEP WATER BAY ROAD. SEVERAL PEOPLE INJURED.

A motor car smash which led to a large number of casualties occurred on the motor road near Deep Water Bay last night. With a party comprising the New Mexican Consul (Senior Victor Galindo de Bourgo) and his wife and daughter, who recently arrived in the Colony, and Senior Gonzalez de Bernedo (the Chilean Consul), the car, which was driven by a native chauffeur, ran against an embankment in trying to avoid a number of pedestrians and turned over on its side. All the occupants were thrown out of the car with the consequent infliction of injuries.

It was in a sunken part of the road which leads to Deep Water Bay that the accident took place. Past the paper mills the road runs between two high embankments, and it was at this place, where there are no sharp corners, that the car, in attempting to avoid four Chinese who were walking in front, first swerved to one side of the road, then hit the embankment, ricocheted towards the other embankment, and rebounded again to the original wall where it fell on its side with a crash. It is not surprising to learn therefore that the four pedestrians were hurt. Two of them who were boys were seriously injured, and these as well as an adult who was also knocked down, were subsequently removed to the Government Civil Hospital.

Just after the occurrence of the accident two other cars came up, and in these the victims of the accident were conveyed to the Hospitals, the Europeans to the French Convent Hospital at Causeway Bay and the Chinese, including the chauffeur, to the Government Civil Hospital.

The Captain Superintendent of Police Mr. P.P.J. Wodehouse who arrived a little later in his car made an examination of the ground, and it was discovered that the car, which was on its side, was intact except for a broken wind screen as well as damaged steering gear.

Inquiries made this morning brought us the information that Senora Galindo, who was rendered unconscious by the accident, and her daughter, who was also injured, are progressing favourably under the care of Dr. Harston at the Hospital. The Chilean Consul, who escaped from the accident with slight injuries, was last night able to proceed home after medical examination.

setting the fashion of wearing at the theatre a style of dress which can be best described as a hybrid between evening wear and ordinary summer day wear. In other words they wear white suits, and the only attempt made in the direction of evening wear is the butterfly collar and a small black tie. Surely this is more sensible than the practice of wearing the conventional black evening dress during summer. I would urge these people to carry on the good work. I hope one day His Excellency the Governor will set the fashion after this style. Then everybody will follow suit.

It would be interesting to know who compiles the Post Office list of steamer sailings. Whoever he is he is certainly not a genius. The Post Office announcement for some days prior to last Friday announced an outward English mail by the Blue Funnel vessel *Elpenor*. The mail was supposed to close on Friday last for this vessel, when in reality the *Elpenor* was not in port and has not, even up till now, appeared among the shipping arrivals. People who posted letters last on Friday for Home will be surprised to learn that their letters have not gone by the *Elpenor*. Enquiries made at the offices of Messrs. Butterfield and Swire elicited their surprise that the Postmaster should have put the *Elpenor* on the list. Surely, in such an important matter as the English mails we are entitled to demand more care. Postal information should all at times be accurate, and I trust that the Postal authorities will aim in future at being at all times accurate.

PROFESSOR MAX WEBER DEAD.

Professor Max Weber, the celebrated German authority on national economy, has died at Munich at the age of 55.

TO-DAY'S MISCELLANY.

The town of Nancy is to produce a Passion play this month which is described in advance as "calculated to surpass even that of Ober-Ammergau." If the relative sizes of the French town and the tiny Bavarian village count for anything in the matter of Passion plays the odds should be in favour of Nancy's production. When Ober-Ammergau's last play was produced its cast of 700 represented about half the whole population of the village. Nevertheless it will be hard to achieve the same attitude of universal religious devotion when the cast is a mere handful drawn from a large urban population.

In origin the two productions seem to have something in common. The Bavarian play was founded as a result of a plague in 1633, and it is pretty safe to assume that Nancy would never have embarked on a similar project had it not been for the far larger pestilence that overtook Europe in 1914. An anxiety to find a substitute for even Passion plays that are "made in Germany" is perhaps the most curious after-effect of that pestilence that has yet been noted.

In Mr. Gooch's "Life of Lord Courtney" the noteworthy fact is recorded that during his sixteen years of work on the editorial staff of the *Times*, beginning in 1864, Courtney wrote 3,000 articles, the bulk of them being leaders. He entered in an account-book the subject and date of each one and the remuneration received. Courtney's total of newspaper articles cannot be anything like a record in English journalism, since many men have written leaders almost daily for a much longer period than sixteen years. But, taking into account the range of Courtney's knowledge, the force of his thinking, and the average length and solidity of a leader of the old-fashioned type, we have a mass of journalistic work which it would certainly not be easy to surpass.

Reputations seem to be the only cheap commodities on the market to-day. I was standing one day recently (writes a correspondent) in Dryburgh Abbey, opposite Scott's tomb, and overheard the official cicerone expounding the history of that ancient fane to a family party that had arrived in a throbbing Ford. The prophecy respecting the tenure of Balmorally by the Haigs had been thrice repeated, by request, and then the guide played his fashionable trump card, by a reference to Lord Haig as a likely successor to the estate. The name awakened no response, and the guide tried again. "Lord Haig, you ken; ye'll ha' heard o' him." "Oh, yes," exclaimed a pale, portly-looking gentleman, very well satisfied with himself, "Lord Haig, of course. Fought at Waterloo." And he buried here you say? The guide looked so many unutterable things at once that I turned away, unwilling to witness a case of justifiable homicide. We accept our correspondent's story; but isn't it possible that papa was pulling the guide's leg?

There was at least one passage in Sir Clifford Allbutt's presidential address to the British Medical Association that will echo round the world. It was that wherein, referring to Dr. Freud and the psycho-analysts, he confessed that he lay "in an ignorance with which, as a Philistine, he was content." During the past ten years the disciples of Sigmund Freud, of Vienna, have achieved noteworthy victories, especially perhaps among the novelists and dramatists of the English-speaking world. The Freudian influence, in the interpretation of motives and no small part of the observable in every novel that comes from certain of the younger English writers, men and women. In the United States, particularly since the translation of Freud's celebrated book on the interpretation of dreams, the psycho-analysts have been in command of the field to an extent not realized in this country. The Freudian phrases are everywhere in books of sociology and mental science, magazine fiction, newspaper articles, and even platform speeches. Indeed the young American writer and theorist could not get on without them. Among all such folk Sir Clifford Allbutt's confession will produce something like stupefaction.

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PEAK HOTEL INCIDENT.

AN AMAB'S UNSUCCESSFUL PROSECUTION.

Miss M. Stormon, assistant manageress of the Peak Hotel, was today summoned by an amah employed by Major Carter, a resident of the Peak Hotel, for assault. The case was heard before Mr. N. L. Smith.

Mr. M. K. Lo appeared for the complainant, whilst Mr. D. J. Lewis appeared for the defence.

A cross-summons was taken out for a breach of the peace and assault.

Complainant stated that on Monday morning, whilst she was washing her master's and mistress's clothes in the yard of the hotel, the defendant came into the yard, and was spoken to by witness, who remarked that the day was foggy. Defendant told her to "shut up," evidently not understanding what was said to her. The complainant said that she was only making a casual remark on the weather and told defendant she had no right to speak to her in the way she did, whereupon the defendant assaulted her, inflicting a bruise on the right hand. Complainant's clothing was also torn.

In reply to Mr. Lo, the complainant said that she bore good references from her former mistress, amongst whom was Mrs. Alabaster.

Mr. Lewis said that as far as complainant's character was concerned there was nothing against her. He then proceeded to give the defendant's story, which was to the effect that on the morning in question whilst Miss Stormon was in the linen room, a servant came in and reported there was a quarrel amongst the Chinese amahs. She went out to investigate the matter. It had been a general experience that at the beginning of the month, a quarrel often cropped up, by reason of the fact that the private servants of new residents came to take up their quarters. She proceeded into the amahs' quarters, but in order to get into them she had to pass a passage, which at the time, was obstructed by four washing tubs. She told one of the amahs to move the tubs, but no notice was taken of the order. She pushed one of the tubs with her foot and it toppled over into the gutter, throwing all the clothes out. The complainant, who was at work with this tub, flew into a rage, rushed at her and attempted to claw her, failing which she attempted to knock Miss Stormon on the head with a stool. Defendant pushed the amah aside and the latter said she would report the matter to Mrs. Blair. Defendant invited her to do so. It was presumed that the complainant was angry because the morning's work had been spoiled.

Cross-examined by Mr. Lewis, complainant said that there was no quarrel amongst the amahs that morning. It was shortly after 11 o'clock that Miss Stormon came in. Complainant had just started to wash the clothing and it was not a fact that the tub was kicked into the gutter. Miss Stormon assaulted her for no other reason than that she remarked about the weather. Complainant called another amah to give corroborative evidence. She stated that on Monday morning as she was standing outside the servants' room she heard complainant make a remark to Miss Stormon about the foggy weather, and was thereupon told not to make any noise. Complainant replied, in Chinese, that she was not making any noise, whereupon Miss Stormon pushed her against the wall with her left hand and with the other gave her several blows.

LADY ROBBED.

TWO ARRESTS MADE.

Miss Harvey, who lives at the Kingsclere Hotel, had a nasty experience yesterday afternoon. When walking along Jubilee Road near the bathing beach, she was set upon by two men, one of whom, after giving her a push from behind, snatched her handbag and took to his heels. The bag contained a sum of \$3 in notes, a fountain pen, a silver pencil case as well as other knick-knacks.

Miss Harvey says that the robbery must have been witnessed by one or two Chinese but they took no notice of the occurrence, in spite of her cries for assistance. One of the robbers escaped up the road while the other man purloined the bag and ran towards the beach where he escaped detection by mixing with the crowd.

The Police have arrested two men who are believed to be the robbers.

SALE OF STEAMER.

Messrs. Lammert Bros. auctioned at noon today the Chinese-owned steamer Wing Hang, at present lying at Shamsui. She was knocked down to Mr. Wong for \$33,500. Her gross tonnage is 442 and her net 264. Her dimensions are—Length, 140 ft. 1 inch; breadth, 25 feet 3 inches; and depth, 9 feet 6 inches.

PEAK BURGLARY.

On Sunday night a burglary was carried out on No. 105, the Peak during absence of the residents. Several articles of jewellery, valued at \$300, were stolen from a drawer in the bedroom. The loss has been reported to the Police, but so far without any arrests being made.

PHOTOGRAPHS OF SOLDIERS' GRAVES.

It is officially announced that 168,037 photographs of soldiers' graves in the various theatres of war have been supplied to relatives, and that 20,906 additional photographs which are in process of preparation will be similarly supplied within a comparatively short time.

Major Carter told the Court that the complainant had been employed by him for a little over a month. He had found her to be a peaceful woman and an excellent amah.

Miss Stormon stated that she found a stranger in the amah's quarters and as this was against the Hotel rules she went to the room to order the person away. She found that the passage to the quarters was obstructed by tubs and a quarrel was in progress. She ordered the tubs to be cleared away, and called upon the amahs to desist quarrelling. When she threatened to call the police the amah threw a stool at her, and she only acted in self-defence.

Answering the Magistrate, Miss Stormon said that by the excited manner in which the amahs were behaving she thought they were going to fight.

The Magistrate found that the defendant had committed no assault and then dismissed the case against her. On the cross-summons the amah was bound to keep the peace for six months, in the sum of \$50.

INTERPORT TENNIS.

INVITATION FROM SHANGHAI.

A meeting of representatives of the Hongkong tennis clubs was held last evening at the H.K.C.C. pavilion, to consider the general suggestions of the Shanghai Lawn Tennis Association for regular interport tennis. Mr. R. Hancock presided over a good attendance, almost all the clubs being represented.

The Chairman read the Shanghai Association's letter and said there had never been regular interport tennis competitions although there had been cricket and other contests. He thought their first action should be to approve or otherwise the suggestion and then appoint a committee.

The general proposal was unanimously approved.

Mr. W. H. Drummond asked whether the interport tennis might not be held in conjunction with the interport cricket.

The Chairman agreed, and thought Shanghai might be asked to send tennis players down with the cricket team in November. If the Davis Cup system were adopted, as suggested, there would have to be a trophy, the losers would have to challenge every year and play on the winner's territory.

It was suggested that the formation of a Hongkong Lawn Tennis Association was the first necessary step.

Mr. A. Hicks concurred, mentioning that the Association could take over the control of the Colony's open championships in connection with which the H.K.C.C. had done much donkey work in the past.

The Chairman agreed that that must come, and the sooner the better, but the meeting had not been called for the purpose.

It was decided to write the Shanghai Association agreeing with the interport tennis suggestion and inviting them to come down here this Autumn.

Mr. Drummond asked how the expense would be covered, and the Chairman said that subscriptions were usually invited, and entrance fees for the matches should enable enough money to be raised.

A sub-committee consisting of one member from each of the H.K.C.C., K.C.C., U.S.R.C., C.R.C. and Civil Service was appointed to go into details of the arrangements.

The sub-committee was also instructed to ask Shanghai for a copy of their Association Rules.

Mr. Blackburn said that if tennis stands were to be erected on H.K.C.C. ground, it would interfere with the cricket.

Mr. Drummond added that with interest centred in the interport cricket, the tennis might have to take a very back seat.

The Chairman said the tennis could be played before or after the cricket. The matter was left in abeyance pending Shanghai's reply.

The Chairman said it was a pity they could not get teams from Japan, Manila, and Singapore and have a week of it.

The sub-committee was asked to call another meeting to report progress, and the meeting terminated.

ORGAN RECITAL.

Mr. Denman Fuller will give a recital with a "popular" programme on Monday evening next in St. John's Cathedral at 9.15, when pieces of an entirely popular nature such as the Intermezzo from Cavalleria Rusticana, Lemare's famous Andantino and Widor's Toccata in F will be played. Mr. E. T. Crocker will sing Handel's "Why do the Nations" from "The Messiah," and Mr. Howard Freeborn, "In native worth" from Haydn's "The Creation." In addition, these two gentlemen will sing the duet "For so hath the Lord," out of "St. Paul." As it is so rarely possible to give Oratorio here, these fine selections will no doubt be appreciated, especially as the powers of both soloists are well known. Not the least attractive number in Mr. Denman Fuller's selection will be an Idyll called "The Shepherd and the Mocking Bird," which will be played for the first time here.

PROSCRIBED WORDS.

Mr. W. H. Eastman, of Hull, once a workhouse boy and now President of the Yorkshire Poor Law Association, addressing a conference at Hull, said he would make it a penal offence for anyone to use the words pauper and workhouse. He wondered which would be abolished first: Boards of Guardians or the Ministry of Health.

NOTICES

DAIRY FARM NEWS.

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HONGKONG YARN MARKET.

BRISK DEMAND FROM CHINESE.

Messrs. Polishwalla and Kotwall in their Hongkong yarn report dated 7th August state: Since our last report on the 17th ult. by Mr. Dilwara, there has been a marked favourable change in our yarn market owing to brisk demand from Chinese buyers, which has greatly improved the rates. Business has passed to the extent of over 5000 bales mostly in No. 10s and 12s at an advance of \$10 to 15 per bale, while the very firm tone of the market in India has further strengthened the sellers and has helped them to part with their stock at higher prices. As reported in our last circular, the continued abnormal demand of No. 20s yarn in India has resulted in the reshipping of 1000 more bales of this particular count there, and owing to good inquiry by the Chinese and the scarcity of this yarn, prices have advanced \$15 to 20 per bale. The recent sudden rise in exchange has counteracted upon the lively tone of our market, the latter part of the interval. Sales, 5000 bales; Unsold stock, 6000 bales; Bargains, 15000 bales.

Arrivals.—From Bombay 9000 bales.

Shanghai.—With an improvement of 1/4 to 5 per bale, a good

business has been done in all counts.

Japanese Yarn 20s.—After a long period of dull and drooping market, a lively inquiry has come out during this interval and fairly large transactions had been put through, at a substantial rise of \$20 per bale.

ABOUT BABY'S WEIGHT.

Healthy babies should steadily increase in weight. When baby is not doing this there is something wrong, as was the case with the child of Mrs. Thomas Lawrence, a Canadian lady living at Collingwood, Ontario.

"My baby has been very delicate ever since she was three weeks old," writes Mrs. Lawrence. "She had indigestion, and although she had a ravenous appetite her food did not do her any good and she grew thinner and thinner. She would scream with the pain in her stomach, and as she was also troubled with constipation we were at times afraid we would lose her. I tried several medicines for her but did no good. Then I tried Baby's Own Tablets, and her digestion improved. Now food does her good, and she is growing plump. I think the Tablets are a fine medicine for a child."

Baby's Own Tablets are obtainable from chemists, also at 60 cents the vial from Dr. Williams' Medicine Co., 96 Bechen Road, Shanghai.

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Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 25	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3
Monteagle	Dec. 31	Jan. 24

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Pacific. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable to all passengers to Europe. Frequent sailings from Montreal to Liverpool, London and Glasgow. Passage orders covering all such reservations will be issued here.

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Taiwan B. & S.	Aug. 10
Tenyo M. N. Y. K.	Aug. 12
Monteagle C. P. O. S.	Aug. 12
West Iran F. W. Co.	Aug. 12
West Montop L. A. Co.	Aug. 12
West Cadron R. D. Co.	Aug. 12
Mexico M. N. Y. K.	Aug. 13
Penang M. N. Y. K.	Aug. 13
Alicons B. & S.	Aug. 14
Labore P. & S.	Aug. 14
Toyohashi M. N. Y. K.	Aug. 15
Greenland S. & D.	Aug. 15
Saucon P. S. Co.	Aug. 15
West Campgaw P. S. Co.	Aug. 15
Kalyan P. & O.	Aug. 15
Grace D. R. D. Co.	Aug. 15
Cadaretta R. D. Co.	Aug. 18
Ixon B. & S.	Aug. 17
Takada P. & O.	Aug. 17
Eastern P. & O.	Aug. 17
Oanfa B. & S.	Aug. 17
Van Wasyck J. C. J. L.	Aug. 17
Ali M. N. Y. K.	Aug. 18
Nanking C. M. Co.	Aug. 19
C. of Spokane P. & O.	Aug. 19
Tenshin M. N. Y. K.	Aug. 20
Shidauoka M. N. Y. K.	Aug. 20
Bellerophon B. & S.	Aug. 20
Africa M. N. Y. K.	Aug. 21
Coarct P. S. Co.	Aug. 22
Prometheus B. & S.	Aug. 22
Bellerophon B. & S.	Aug. 22
West Hika L. A. Co.	Aug. 25
Delight P. W. Co.	Aug. 25
Akita M. N. Y. K.	Aug. 25
E. of Russia C. P. O. S.	Aug. 26
Birmingham R. L.	Aug. 27
Nile C. M. Co.	Aug. 28
West Ison S. & D.	Aug. 29
Kanagawa M. N. Y. K.	Aug. 30
Talhybuis B. & S.	Aug. 31
T. de J. C. J. L.	Sept. 6
Shinyo M. N. Y. K.	Sept. 6
Ningchow B. L.	Sept. 6
Alps M. N. Y. K.	Sept. 7
Chicago M. N. Y. K.	Sept. 9
Kansas B. L.	Sept. 10
Fushimi M. N. Y. K.	Sept. 11
Egremont C. D. N. Co.	Sept. 12
Vinita L. A. Co.	Sept. 15
Easterling P. S. Co.	Sept. 15
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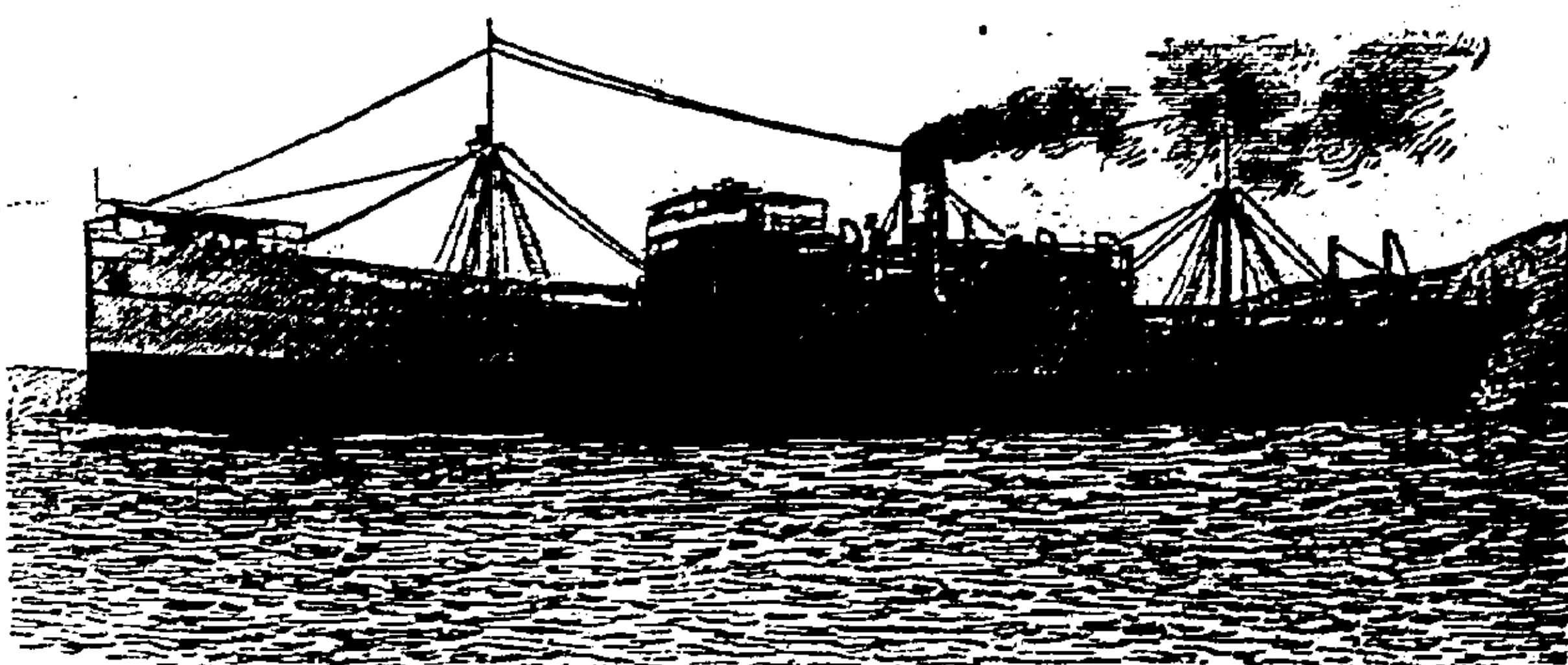
Hailong D. L. Co.	Aug. 10
Chusanang J. M. Co.	Aug. 10
Chusan B. & S.	Aug. 10
Hinsang J. M. Co.	Aug. 10
Shantung B. & S.	Aug. 10
Choyang J. M. Co.	Aug. 10
Kueichow B. & S.	Aug. 10
Takung J. M. Co.	Aug. 11
Soshu M. N. Y. K.	Aug. 12
Nagato M. N. Y. K.	Aug. 12
Japan P. & O.	Aug. 12
Sanning B. & S.	Aug. 12
Yokohama M. N. Y. K.	Aug. 12
Plassy P. & O.	Aug. 12
Haiyang J. C. J. L.	Aug. 13
Haihong J. M. Co.	Aug. 13
Penang M. N. Y. K.	Aug. 13
Yuenyang J. M. Co.	Aug. 13
Laisang J. M. Co.	Aug. 14
Taia M. N. Y. K.	Aug. 14
Hopeang J. M. Co.	Aug. 15
Haiching D. L. Co.	Aug. 17
Hangsang J. M. Co.	Aug. 17
Tilleboet J. C. J. L.	Aug. 19
Luzon M. N. Y. K.	Aug. 20
Tikembang J. C. J. L.	Aug. 20
Tango M. N. Y. K.	Aug. 21
Eosten P. & O.	Aug. 29
Togshing J. M. Co.	Aug. 31
Tjoudan J. C. J. L.	Aug. 31
Shisen M. N. Y. K.	Sept. 1

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition;
Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C., M.I.N.A., KOWLOON DOCK HONGKONG



TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)
"CITY OF SPOKANE" ... About Aug. 19

For PORTLAND direct.

(Calling at Shanghai and Kobe.)
"COAXE" ... About Aug. 22nd

For SAN FRANCISCO and SEATTLE.

"ELTON" ... About Aug. 11th.
Through Bills of Lading issued to Overland Common Points.
FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephones 2477 & 2478 5th Floor, Hotel Mansions

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON
Via PANAMA.

S.S. "SATSUMA"

ABOUT AUGUST 15TH.

S.S. "CAPE MAY"

ABOUT SEPTEMBER 15TH.

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LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.
HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. WEST MONTOP	Aug. 1	S.S. WEST MONTOP	Aug. 12
S.S. WEST HIKI	Aug. 22	S.S. WEST HIKI	Aug. 23
S.S. VINITA	Sept. 12	S.S. VINITA	Sept. 15
S.S. WEST HIXTON	Oct. 7	S.S. WEST HIXTON	Oct. 10

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.

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ANCH OFFICE: Telephone No. 1062.

Kobe, Shanghai, CHAS. E. RICHARDSON,
Manila, Singapore. General Agent for South China.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

Via SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

August 19th. August 23th. Sept. 24th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER. Freight and Passenger Agent.

Prince's Buildings, Ice House Street.

Telephone, Passenger Dept. 1934.

Telephone, Freight Dept. & Agent. 2151.

STRUTHERS & DIXON, INC.

Operating Far Eastern services on account of the
UNITED STATES SHIPPING BOARD.

ALSO

Amalgamated with
COSMOPOLITAN SHIPPING Co. GREEN STAR LINE.

NEW YORK. NEW YORK.

Operating Baltimore via Panama Service to the Far East.

To SAN FRANCISCO.

"BRAVE COEUR" ... 15th September.

To SEATTLE.

"WEST IVIS" ... 13th August.
"WEST ISON" ... 29th August.
"DEUEL" ... 16th September.

Through Bills of Lading issued to all U.S. and Canadian
Overland Common Points.

HONGKONG OFFICE—1st floor Powell's Building, 14, Des Voeux Rd., Tel. 3008.

PRINCE LINE FAR EAST SERVICE.

For New York.

"CELTIC PRINCE" VIA SUEZ CANAL. Early October.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at
Owners option.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TO STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
LAHORE (Cargo)	5,500	14th Aug.	Marseilles, London and Antwerp.
KALYAN	9,000	15th Aug.	
PLASSY	7,400	25th Aug.	

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
TAKADA	7,000	17th Aug.	Calcutta via Singapore, Penang & Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
EASTERN	4,000	17th Aug.	Sascha, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hongkong (about)	Destination
PLASSY	7,400	12 Aug. d'light	Shanghai.
JAPAN	6,100	13th Aug.	Shanghai & Japan.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 in. x 12 in. x 12 in. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

Agents, 22, Des Voeux Road Central.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TOYOHASHI MARU (Calling Manila) Sun., 15th Aug., at 11 a.m.
KASHIMA MARU (Calling Manila) Mon., 16th Aug., at 11 a.m.
FUSHIMI MARU Saturday, 14th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

ATSUTA MARU Tuesday, 16th Aug., at noon.
SHIDZUKA MARU Thursday, 18th Aug., at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

MARSEILLES & LIVERPOOL via Suez, Cebu, Suez & Port Said.

KANAGAWA MARU Friday, 20th August.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU Thursday, 19th Aug., at 11 a.m.
TANOO MARU Wednesday, 22nd Sept., at 11 a.m.

NEW YORK via Suez Canal.

AKITA MARU Wednesday, 25th August.

SOUTH AMERICAN PORTS via Suez, Rangoon, Calcutta & Cape.

PENANG MARU Friday, 13th August.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU Friday, 20th August.

CALCUTTA & RANGOON via Singapore & Penang.

PENANG MARU Friday, 13th August.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANOO MARU Friday, 20th Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

NAGATO MARU Thursday, 12th Aug.

YOKOHAMA MARU Thursday, 12th Aug., at 11 a.m.

TAIAN MARU Saturday, 14th Aug.

For further information apply to **NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on	Will leave on	For
Haiyang	Java	in port	13th Aug.	Java.
Tjikembang	Java	14th Aug.	19th Aug.	Yokohama.
Tjikembang	Japan	16th Aug.	20th Aug.	Java.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING**JAVA PACIFIC LIJN.****NEXT SAILING.**

Steamer	From	Expected on	Will leave on	For
Tjikembang	Java	27th Aug.	31st Aug.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.
Yokohama Buildings.
Telephone No. 1324.

Shipping to Europe, Australia, and other Ports.

O. S. K.**OSAKA SHOSHEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) 7th September.

"ATLAS MARU" 25th September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritania, Durban and Cape Town via Singapore.

"MEXICO MARU" Friday, 13th August.

"CHICAGO MARU" Thursday, 9th September.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" Monday, 23rd Aug.

"LUZON MARU" Tuesday, 24th Aug.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" Wednesday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNAJINI MARU" Friday, 25th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"AFRICA MARU" 31st August.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" Thursday, 9th Sept.

JAPAN PORTS—Mojik, Kobe, Yokkaichi & Yokohama.

"MADRAS MARU" Monday, 30th Aug.

NEW ORLEANS.

"BORNEO MARU" Wednesday, 1st Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf near the Harbour Office.

"AMAKUSA MARU" Sunday, 15th Aug.

TAKAO via SWATOW & AMOY. Thursday, 12th August.

"SOSU MARU" Thursday, 12th August.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	6th Aug.	10th Aug.

This steamer is fitted with refrigerating machinery, carrying a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to **Butterfield & Swire.**
Agents.

Telephone No. 36.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS**UNITED KINGDOM AND CONTINENT.**

For	Steamer	Sailing
LONDON	"KANSAS"	10th Sept.
LONDON	"SWAZI"	20th Sept.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

NEW YORK VIA PANAMA CANAL.

S.S. "ECREMONT CASTLE"

Sailing on or about 12th September.

LYDD TRIESTINO.

FOR SHANGHAI & JAPAN.

S.S. "HUNGARIA" Sailing on or about 31st August.

BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BILLING TO LEVANT, BLACK SEA & DANUBE PORTS

VIA SINGAPORE, PENANG & COLOMBO.

S.S. "PILSNA" Sailing on or about 11th Aug. at d'light.

S.S. "JINNSBRUCK" Sailing on or about 6th September.

S.S. "HUNGARIA" Sailing on or about 3rd October.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAVA, S.S. "BORNEO M." sailing on or about 29th Aug.

S.S. "HOKUTO M." sailing on or about 14th Sept.

S.S. "SAMARANG M." sailing on or about 5th Oct.

For JAPAN, S.S. "HOKUTO M." sailing on or about 14th Aug.

S.S. "SAMARANG M." sailing on or about 27th Aug.

S.S. "RIOJUN M." sailing on or about 14th Sept.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIJUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transhipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apoir Lines connecting with S.S. "UMONA" sailing from CALCUTTA on or about 14th August.

For Freight or Passage on any of the above Lines apply to—

D. DODWELL & CO., LTD., Agents.**COASTAL SHIPPING.****INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
HAIPHONG via Hoihow	Takung	Wed., 11th Aug. at 8 a.m.
MANILA	Vensang	Fri., 13th Aug. at 3 p.m.
SHANGHAI	Hopsang	Sun., 15th Aug. at d'light
SHANGHAI	Hongsang	Tues., 17th Aug. at d'light
STRAITS & Calcutta	Lalsang	Wed., 18th Aug. at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passengers accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to November between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched on 18th August, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to

RANGOON, PORT SWETTENHAM & MADRAS.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
HONGKONG	Hunan	11th Aug. at 8 a.m.
HOIHOW & BANGKOK	Wuhu	11th Aug. at 8 a.m.
HONGKONG	Ningpo	12th Aug. at 8 a.m.
HOIHOW & SINGAPORE	Hupei	12th Aug. at 9 a.m.
SHANGHAI	Sunning	12th Aug. at 4 p.m.
SHANGHAI & TSINGTAO	Yingchow	14th Aug. at 4 p.m.
SWATOW & BANGKOK	Chinhua	17th Aug. at noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via S'tow.

For Freight or Passage apply to **BUTTERFIELD & SWIRE.**
Agents.

Telephone No. 36.
Hongkong Aug. 10, 1920.

DOUGLAS STEAMSHIP CO., LD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light, and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong	J. S. Thomson	TUES., 10th Aug. at 2 p.m.
Hailong	W. C. Passmore	FRI., 13th Aug. at 2 p.m.
Hailong	A. H. Stewart	TUES., 17th Aug. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to **Douglas Lapraik & Co.,**
General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Oceanic S. S. Co., Ltd. & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Klorman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	Destination	Sailing
"BIRMINGHAM CITY"	via Suez	27th Aug.
"NICHOLSON"	via Suez	6th Sept.
"CITY OF DUNKIRK"	via Suez	20th Sept.

Call also at Boston.

Passengers proceed via Cape of Good Hope or Panama Canal (at Owner's option).

Subject to change with out notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON. REISS & CO. CANTON.

SHIPPING.**VESSELS ARRIVED.**

The S.S. HAIYANG brought yesterday from Panarocan 2,100 tons of sugar. She is a Douglas boat, chartered by the Java, China, Japan Line—Mooring: Takoo Wharf.

The S.S. MONTEAGLE came this morning from Vancouver with 637 tons of general cargo. Her passengers included 65 first-class and 46 deck. Owing to one death from a contagious disease among the passengers the Montea-gle has gone into quarantine.

From Samsul, the FINKUR M. brought yesterday 600 tons of coal for Hongkong—Mooring: C 34.

The O.S.K.'s ATLAS MARU arrived this morning from Hamburg with 7,240 tons of salt and general cargo for Japan and 635 tons of general merchandise for Hongkong—Mooring: Rowloon Wharf.

The YEI MARU consigned here from Chiuwangtao this morning 2,100 tons of coal—Mooring: C 33.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. CALCUTTA M. (Hamburg Line) left Rotterdam for this port via Suez on the 23rd June, and is expected here on the 11th August.

The s.s. MENTOR (Blue Funnel Line) left Liverpool on 17th inst. for Hongkong and is due here on 22nd August.

The N. Y. K. s.s. TAIAN M. (Bombay Line) left Bombay for this port on the 25th July and is expected here on the 13th Aug.

The N. Y. K. s.s. DAKAR M. (Hamburg Line) left Rotterdam for this port via Suez on the 21st July and is expected here on the 5th Sept.

The s.s. KNIGHT OF THE GARTER (Blue Funnel Line) left Liverpool on 24th inst. for Hongkong and is due here on 1st September.

The N. Y. K. s.s. TANGO M. (Australian Line) left Sydney for this port via Thursday Island & Manila on the 30th July and is expected here on the 20th August.

The N. Y. K. s.s. WAKASA M. (Liverpool Line) left Liverpool for this port via Suez on the 23rd July and is expected here on the 12th Sept.

The N. Y. K. s.s. PENANG M. (South American Line) left Kobe for this port via Moji on the 5th August and is expected here on the 12th August.

The N. Y. K. s.s. TOTOMI M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 5th August and is expected here on the 25th Aug.

The P. & O. s.s. PLASSY left Singapore for this Port on the 6th instant at 8 p.m. and is due here on the 11th instant at about 5 a.m.

The R. M. S. MONTEAGLE arrived at Shanghai on 4th inst. p.m. left there 7th Aug. a.m. and is due at Hongkong on 10th Aug. a.m.

The N. Y. K. s.s. YOKOHAMA M.

TO-DAY'S PICTURES.



FRENCH HONOUR MEMORY OF NURSE CAVELL.

A statue erected as a tribute to Edith Cavell, the martyr nurse, was recently unveiled in Paris. The ceremonies were very impressive and attended by many dignitaries of France. Sister nurses from hospitals of Paris were guests of honour. In the photo are Lord Burnham and General Pau.



DENTISTRY FOR DOGS.

The Brooklyn, N. Y. Veterinary Hospital operated by Dr. R. A. McAuslin and his brother Dr. David McAuslin, makes quite a success of dog dentistry. Above is seen an operation in progress.



BABE RUTH.

the baseball star whose performances are exciting much attention in the States.



MEXICAN PRESIDENT.

Adolfo de la Huerta, elected Provisional President of Mexico. As Governor of the State of Sonora, he started the Revolution against the Carranza Government, which proved fatal to the late President.



SCENE IN IRELAND.

Tommyes guarding a post in a disaffected district in Ireland.



SWIMMING CHAMPIONS.

Miss Ethelda Bleibtrey and Miss Charlotte Boyle, who are expected to be among the U.S. swimming contingent to take part in the Olympic Games at Antwerp.

DOINGS OF THE DUFFS.

Let Good Enough Alone, Tom—

BY ALLMAN.



NOTICES.

AMERICAN EXPRESS COMPANY.

Established America 1841 Europe 1891.

HEAD OFFICE:—NEW YORK CITY.

WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America.

Foreign Offices.

ANTWERP GLASGOW NICE
BARCELONA HAMBURG PARIS
BERLIN KOBLENZ ROTTERDAM
BORDEAUX KOBLENZ ROTTERDAM
BREMEN KOBLENZ ROTTERDAM
BRUSSELS KOBLENZ ROTTERDAM
BUENOS AIRES KOBLENZ ROTTERDAM
CHRISTIANIA KOBLENZ ROTTERDAM
COBLENZ KOBLENZ ROTTERDAM
COPENHAGEN KOBLENZ ROTTERDAM
GENOA KOBLENZ ROTTERDAM

In Process of Organization.

ALEXANDRIA HAVANA RIO DE JANEIRO
CAIRO MONTVIDEO WARSAW

SHIPPING AND BANKING CORRESPONDENTS AT ALL
PRINCIPAL CITIES AND PORTS OF THE
COMMERCIAL WORLD.

OUR FACILITIES INCLUDE:—

Financial, Transportation and Travel Service.
Advice on Packing, Shipping Routes, Foreign Custom
Requirements.
Credit Information, Market and Trade Reports.
Financing of Imports and Exports.
Issuance of Drafts, Money Orders, Travelers Cheques, and
Letters of Credit.
Bills of Exchange negotiated and collected.
Mail and Cable Payments effected.
Commercial, Time and Savings Deposits received in local
currency, Pounds Sterling, United States Dollars,
Francs, Pesos, Tael and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER.
Hongkong.

WATER RETURN.

Level and Storage of water in
Reservoirs on July 1, 1920.

CITY AND HILL DISTRICT WATER
WORKS (LEVEL).

1919	1920
Tiam... 24.8 Below	24.8 Below
Tiam... 14.2 Below	14.2 Below
Tiam... 14.2 Below	14.2 Below
Tiam... 14.2 Below	14.2 Below
Tiam... 14.2 Below	14.2 Below
Tiam... 14.2 Below	14.2 Below
Tiam... 14.2 Below	14.2 Below
Tiam... 14.2 Below	14.2 Below
Tiam... 14.2 Below	14.2 Below
Tiam... 14.2 Below	14.2 Below

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

1919	1920
Tiam... 24.8 Below	24.8 Below
Tiam... 14.2 Below	14.2 Below
Tiam... 14.2 Below	14.2 Below
Tiam... 14.2 Below	14.2 Below
Tiam... 14.2 Below	14.2 Below
Tiam... 14.2 Below	14.2 Below
Tiam... 14.2 Below	14.2 Below
Tiam... 14.2 Below	14.2 Below
Tiam... 14.2 Below	14.2 Below
Tiam... 14.2 Below	14.2 Below

Consumption of water in the City and Hill
District in millions and decimals of gallons
during the month of July.

Consumption... 24.8 Below

Consumption... 14.2 Below

Consumption... 14.2 Below

Consumption... 14.2 Below

Consumption... 14.2 Below

Consumption... 14.2 Below

Consumption... 14.2 Below

Consumption... 14.2 Below

Consumption... 14.2 Below

Consumption... 14.2 Below

Consumption... 14.2 Below

Consumption... 14.2 Below

Consumption... 14.2 Below

Consumption... 14.2 Below

Consumption... 14.2 Below

Consumption... 14.2 Below

Consumption... 14.2 Below

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BANKS.

THE MERCANTILE BANK OF
INDIA, LIMITED.

Head Office 15, Old Broad Street,
London, E.C. 4.

Authorized Capital... £1,000,000
Subscribed Capital... £1,000,000
Paid Up Capital... £1,000,000
Reserve Fund... £1,000,000

Branches:—
Bombay, Calcutta, Ceylon, Hongkong, India, Japan, London, Madras, Rangoon, Shanghai, Singapore, Suez, Yokohama.

Head Office:—
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Head Office:—
The London Joint City & Mercantile Bank, Ltd.

BANKS.

ASIA BANKING CORPORATION

AN AMERICAN BANK.

Capital \$4,000,000. Surplus \$1,100,000.

Head Office, New York U.S.A.

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SHANGHAI TIENTSIN MANILA
PEKING HANKOW CANTON
CHANGSHA

All Descriptions of banking business transacted.

Interest allowed on Current, Savings Accounts
and Fixed Deposits in Local Currency, U.S. Dollars,
Sterling or Francs.

American Bankers Association
and Guaranty Trust Company
of New York Travelers Cheques,
sold by us, payable throughout
the world.

D. M. BIGGAR,
Hongkong Manager.

THE BANK OF CHINA.

(Specially authorized by Pre-
sidential Mandate of the Republic
of China on the 22nd of Novem-
ber, 1917.)

Authorized Capital \$50,000,000.00
Paid up Capital 12,279,800.00
Reserve Funds 3,197,400.00

HEAD OFFICE:—PEKING

HONGKONG BRANCH: 20/21
Connaught Road Central Branch-
es and Sub-branches all over
China and Correspondents in San
Francisco, Singapore and Tokyo.

London Bankers—The National
Provincial and Union Bank
of England, Ltd.

New York Bankers—Irrving
Trust Company.

Interest allowed on Current Ac-
counts and Fixed Deposits.
Terms on application.

Every description of Banking
Business transacted.

Loans granted on approved
securities.

Special facilities for Home
Exchange.

Interest on Fixed Deposits at
the following rates:—

For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annum

TSUYEE PEI
Manager.

THE BANK OF EAST ASIA LTD.

HEAD OFFICE:—

No. 2, Queen's Road Central.

Paid-up Capital... \$2,000,000.00

Reserve Fund... 200,000.00

Undivided Profits over \$400,000

Directors.

NOTICES.

FOR EVERYDAY SMOKING THERE ARE
NO FINER CIGARETTES THAN

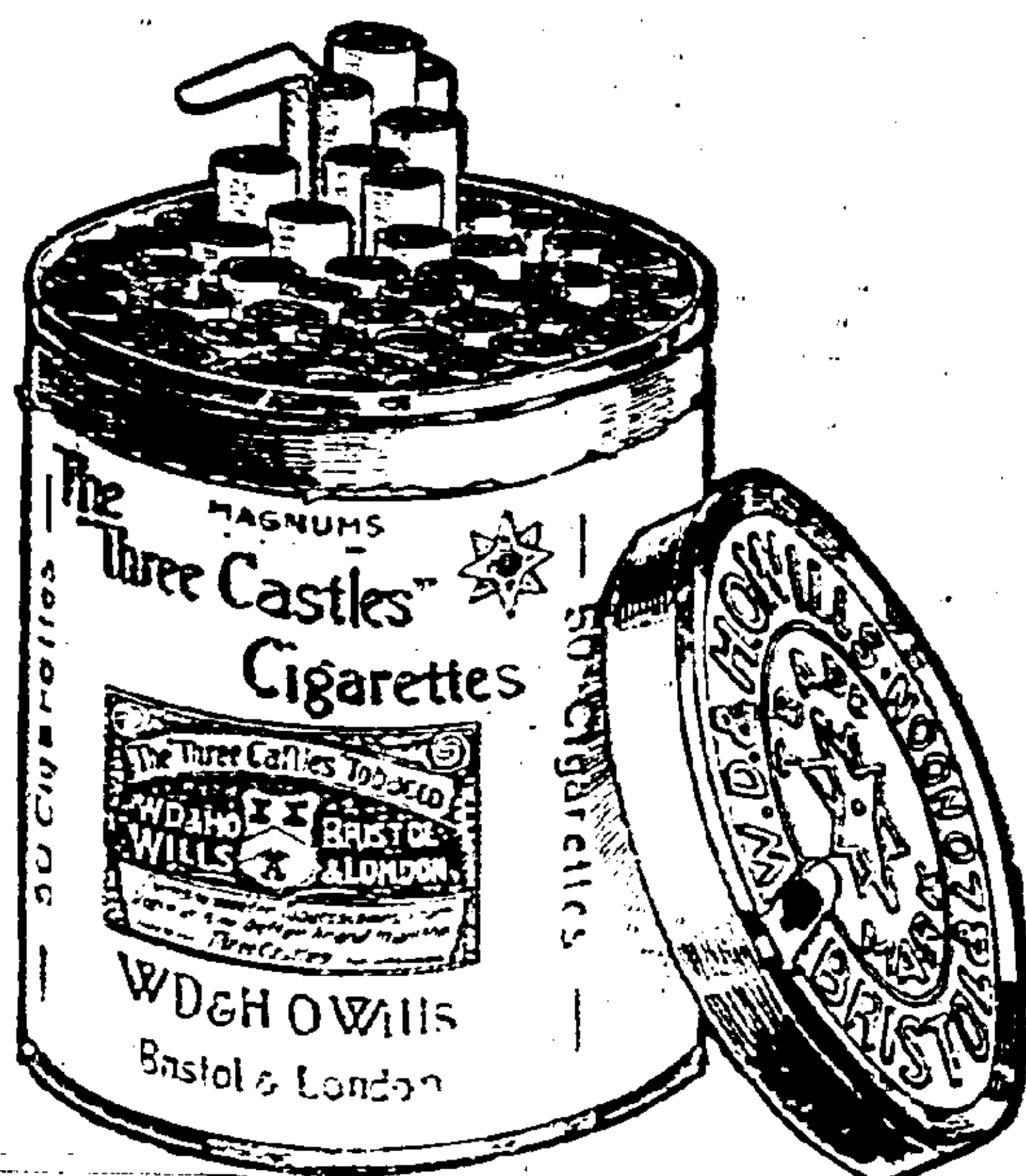
"THREE CASTLES"

SOLD IN PACKETS OF

10 & 20

AND IN TINS OF

50 CIGARETTES.



ALSO
MAGNUMS
PACKED IN AIR-TIGHT
TINS OF 50
CIGARETTES.

MANUFACTURED BY

W. D. & H. O. WILLS

IN BRISTOL, ENGLAND.

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

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Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Europe (via Negapatam)—Per YOKOHAMA M., 11th Aug.
Straits—Per PLASSY, 11th Aug.
Shanghai—Per YINGCHOW, 11th Aug.
Japan—Per PENANG M., 12th Aug.
Bombay—Per TAIAN M., 13th Aug.
Manila and Australia—Per TANGO M., 19th Aug.

OUTWARD MAILS.

TO-MORROW.
Shanghai, N. China and Japan via Moji—Per ATLAS M., 11th Aug., 4 p.m.
Shanghai, N. C. Japan via Nagasaki, Honolulu, Canada, United States, C. & S. America and Europe via San Francisco—Per VENEZUELA 11th Aug., Reg. 9.45 a.m. Letters 10.30 a.m.
Formosa via Takao—Per SHISEN M., 11th Aug., 4 p.m.
Shanghai and North China—Per PLASSY, 11th Aug., 5 p.m.
THURSDAY, 12TH AUG.
Swatow—Per HYDRANGEA, 12th Aug., 4 p.m.
Hohow & Straits—Per HUPEH, 12th Aug., 8 a.m.
Shanghai, North China & Japan via Kobe—Per YOKOHAMA MARU, 12th Aug., 10 p.m.
Shanghai and North China—Per SUNNING, 12th Aug., 10 a.m.
Swatow, Amoy & Formosa via Takao—Per SOSHU MARU, 12th Aug., 8 a.m.
Ferdokan, Australia and New Zealand via Thursday Is.—Per TAIYUAN, 12th Aug., Reg. 1.45 a.m. Letters 2.30 a.m.

Shanghai, N. China, Japan via Honolulu, Canada, United States, C. & S. America and Europe via San Francisco—Per TENYO M., 12th Aug., Reg. 9.45 a.m. Letters 10.30 a.m.

Formosa via Keelung, Shanghai, North China and Japan via Moji, Canada, United States, Central and South America & Europe via Vancouver B. C.—Per MONTEAGLE, 12th Aug., Reg. 9.45 a.m. Letters 10.30 a.m.

FRIDAY, 13TH AUG.
Shanghai, N. China & Japan via Kobe—Per YOKOHAMA MARU, 13th Aug., 10 a.m.
Swatow, Amoy and Foochow—Per HAI HONG, 13th Aug., 1 p.m.
Philippine Is.—Per YUENSANG, 13th Aug., 2 p.m.

SUNDAY, 15TH AUG.
Philippine Islands, Formosa via Keelung, Shanghai, N. China, Japan via Moji, Canada, United States, Central and South America & EUROPE via VICTORIA—Per TOYO-HASHI MARU, 15th Aug., Reg. 9 a.m. Letters 9 a.m.
Swatow, Amoy and Formosa via Keelung—Per AMAKUSA M., 15th Aug., 9 a.m.
MONDAY, 16TH AUG.
Philippine Islands, Formosa via Keelung, Shanghai, N. China, Japan via Nagasaki, Canada, United States, Central and South America and Europe via Victoria—Per KASHIMA MARU, 16th Aug., Reg. 8.45 a.m. Letters 9.30 a.m.

TUESDAY, 17TH AUG.
Swatow, Amoy and Foochow—Per HAICHING, 17th Aug., 1 p.m.
THURSDAY, 19TH AUG.
Philippine Islands, Australia, and New Zealand, via Thursday Island—Per AKI MARU, 19th Aug., Reg. 8.45 a.m. Letters 9.30 p.m.
FRIDAY, 20TH AUG.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkoti, Egypt & EUROPE via Marseilles—Per SHIDZUKA MARU, 20th Aug., Reg. 9.45 a.m.

WEATHER REPORT.

Aug. 10d. 12h. 04m.—No returns from Japan and Indo-China. Pressure has increased moderately over Formosa, and decreased slightly elsewhere; it is lowest over Tongking.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.10 inch. Total since January 1st, 72.61 inches, against an average of 55.55 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock	S. and S. W. or variable winds, moderate; cloudy, rain.
2 Formosa Channel	The same as No. 1.
3 South coast of China between H.K. & Hainan.	The same as No. 1.
4 South coast of China between H.K. & Hainan.	The same as No. 1.

C. W. JEFFRIES, Director.
H.K. Observatory, Aug. 10.

METEOROLOGICAL.

Previous Day	on date.	on date.
Barometer	29.57	29.50
Temperature	87	82
Humidity	76	84
Wind Direction	SW.	O. E.
Wind Force	3	CALM
Weather	0.01	0.00
Rain	0.01	0.00
Highest open air temperature on the 9th	87	
Lowest open air temperature on the 9th	72	
Temperature on the 10th	82	
H.K. Observatory, Aug. 10.		

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.	
H.K. & S. Bank	600/50 597 1/2 60
Marine Insurances.	
Cantons	n. 390
North China	b. 160
Unions	b. 174 1/2 175
Yangtze	n. 23
Far Eastern	n. 17 1/2
Fire Insurances.	
China Fire	n. 123
H. K. Fire	b. 315
Shipping.	
Douglases	s. & sa. 81
H.K. Steamboats	sa. 23 1/2
Indos (Prof.)	n. 18
Indos (Def.) L. R.	a. 220
Shells	n. 130 1/2
Ferries	a. 27
Refineries.	
Sugars	b. 238 1/2 239 3/4 240
Malabons	n. 56
Mining.	
Kailans	b. 92 1/2
Langkats	b. 15 1/2
Shanghai Loans	b. 15 1/2
Shai Explorations	b. 15 1/2
Raubs	n. 1.30
Tronohs	s. 38 1/2
Ural Caspians	n. 27 1/2
Docks, Wharves, Godowns, &c.	
H.K. Wharves	b. 85
K. Docks	n. 152
Shai Docks	b. 125
N. Engineerings	n. 29
Lands, Hotels & Buildings.	
Centrals	b. 103
H.K. Hotels	b. 125
L. Invest.	b. 109
H. Phay's Est.	s. 7.90
K. Loan Lands	n. 31
L. Reclamations	n. 140
West Points	b. 51
Cotton Mills.	
Exos	n. 1.560
Kung Yik	n. 1.52
Lau Kung Mow	n. 1.52
Oriental	n. 1.52
Shai Cottons	n. 1.270
Yangtze Spools	n. 35 1/2
Miscellaneous.	
Cements	sa. 7.20
China Borneo	sa. 7.40 n. 5 1/2
Do. Light old	sa. 7.40
China Providents	b. 7.40
Dairy Farms	n. 22
Electric H. K.	n. 18 1/2
Electric Macao	b. 27
Hongkong Ropes	a. 23
Hk. Tramways	b. 6.60
Peak Traps, old	b. 6.10
Do. new	n. 6.00
Steam Laundries	s. 5
Steel Foundries	n. 10
Water-boats	b. 13 1/2
Watsons	sa. 5.80
Wm. Powell	n. 11 1/2
Wiseman	b. 35
Bk. East Asia	b. 120 s. 125
Centrals	b. 120 s. 125
Macau Elect	b. 120 s. 125

EXCHANGE.

(Opening Rate—closing Rate on Page 11.)

SELLING.

T/T	4/11 1/2
Demand	4/12 1/2
30 d/s	4/13 1/2
60 d/s	4/14 1/2
4 m/s	4/15 1/2
T/T Shanghai	Nom.
T/T Singapore	178
T/T Japan	145 1/2
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	75
(S. & New York)	75
T/T Batavia	212
T/T Marks	Nom.
T/T France	10.40
Demand, Paris	10.40

BUYING.

4 m/s L/C	4/33 1/2
4 m/s D/P	4/34 1/2
6 m/s L/C	4/35 1/2
30 d/s Sydney and Melbourne	4/44 1/2
30 d/s San Francisco	75 1/2
(S. & New York)	75 1/2
4 m/s Marks	Nom.
4 m/s France	11.00
6 m/s France	11.20
Demand, Germany	Nom.
Demand, New York	77 1/2
T/T Bombay	Nom.
Demand, Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
Demand, Manila	162 Nom.
Demand, Singapore	178
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	51
Sovereign	4.75 Nom.
Gold leaf per Tael	35.40
Bar Silver, ready	59 1/2
forward	59 3/4
Bank of England rates 7 1/2	
New York/London	3.62

SUBSIDIARY COINS.

H'kong 50 cts. pieces	\$1/5 dia.
10 "	\$1/5 dia.
5 "	\$1/2 dia.
Canton subcoins	\$10 dia.

NOTICES.

MITSUBISHI SHOU KAISHA LTD.
(MITSUBISHI TRADING CO. LTD.)
COAL, GENERAL IMPORTS AND EXPORTS.

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YAMAGUCHI, OCHI, MUTSU, KIMURA,
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SHINKEI, KANOKA, KAMAYAMA, HIRAI,
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Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

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THE OSAKA MARINE & FIRE INSURANCE CO.

For Particulars Apply to:—
S. KOMURA, Manager.
No. 14, Pedder Street Hongkong

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Box No. 1743. **CORONET** Box No. 1743.

TO-DAY at 5.15 & 9.15 p.m.

GOLDWYN PRESENTS
JANE COWL

"THE SPREADING DAWN"

At 7.15 p.m.

"THE SILENT MYSTERY"
EPISODES 10 & 11.

HONGKONG THEATRE

TO-NIGHT!

TO-NIGHT!

H. B. Warner

IN AN INTERESTING STORY IN FIVE PARTS

"WRATH"

ONE OF THE

SEVEN DEADLY SINS.

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING:

THE HONGKONG HOTEL.
HOTEL MANSIONS.
THE REPULSE BAY HOTEL.

J. H. TAGGART,
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION,
ELECTRIC LIGHTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNGE MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. WITCHKILL,
Manager.

THE PEAK HOTEL.

1,800 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

THE CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)
ICE HOUSE STREET.
Under American Management.
Nice and quiet yet only a few minutes walk from the Banks and Central District. 45 Bedrooms, Excellent Cuisine, Surprisingly Clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress.
Hotel Lounge Meets all Steamers.
Telephone 812. MRS. F. E. CAMERON.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.
THE PREMIER HOTEL FINEST SITUATION,
EXCELLENT CUISINE.

ARTHUR E. ODELL

(Late Grand Hotel, Southcliffe, England and
Royal Palace Hotel, London, W.)

KINGSCLERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON
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